Eastleigh Quality Places SPD

May 2026

EASTLEIGH BOROUGH COUNCIL

Contents

1 Introduction

1 Introduction

1.1 Introduction to the guide

1.1.1 Overview

Eastleigh Borough, home to over 130,000 people, is a dynamic and growing area in Hampshire, close to the city of Southampton. With a mix of settlements of varying sizes, the borough is increasingly popular with both young families and older residents. To meet rising housing needs, a significant number of new homes are required by 2036, as outlined in the Eastleigh Local Plan.

The climate crisis presents both a challenge and an opportunity. In response to Eastleigh Borough Council's (hereinafter 'the Council') climate emergency declaration and its target of carbon neutrality by 2030, new development plays a vital role in supporting this transition. The Council is committed to setting high standards for sustainability, health, and well-being through new housing and related development.

Working with stakeholders, developers, and residents, the Council aims to ensure that new developments create more than just housing—they deliver vibrant, inclusive neighbourhoods that prioritise green spaces, active travel, and climate-resilient, energy-efficient design.

Compact development

A key reason for updating the existing Quality Places guidance is to provide direction on ensuring compact development solutions result in attractive, liveable environments, and comfortable homes. This is crucial to align the guidance in the Quality Places SPD with the emerging NPPF, as well as enabling environmentally and socially sustainable developments that help to meet the Council's climate change mitigation targets.

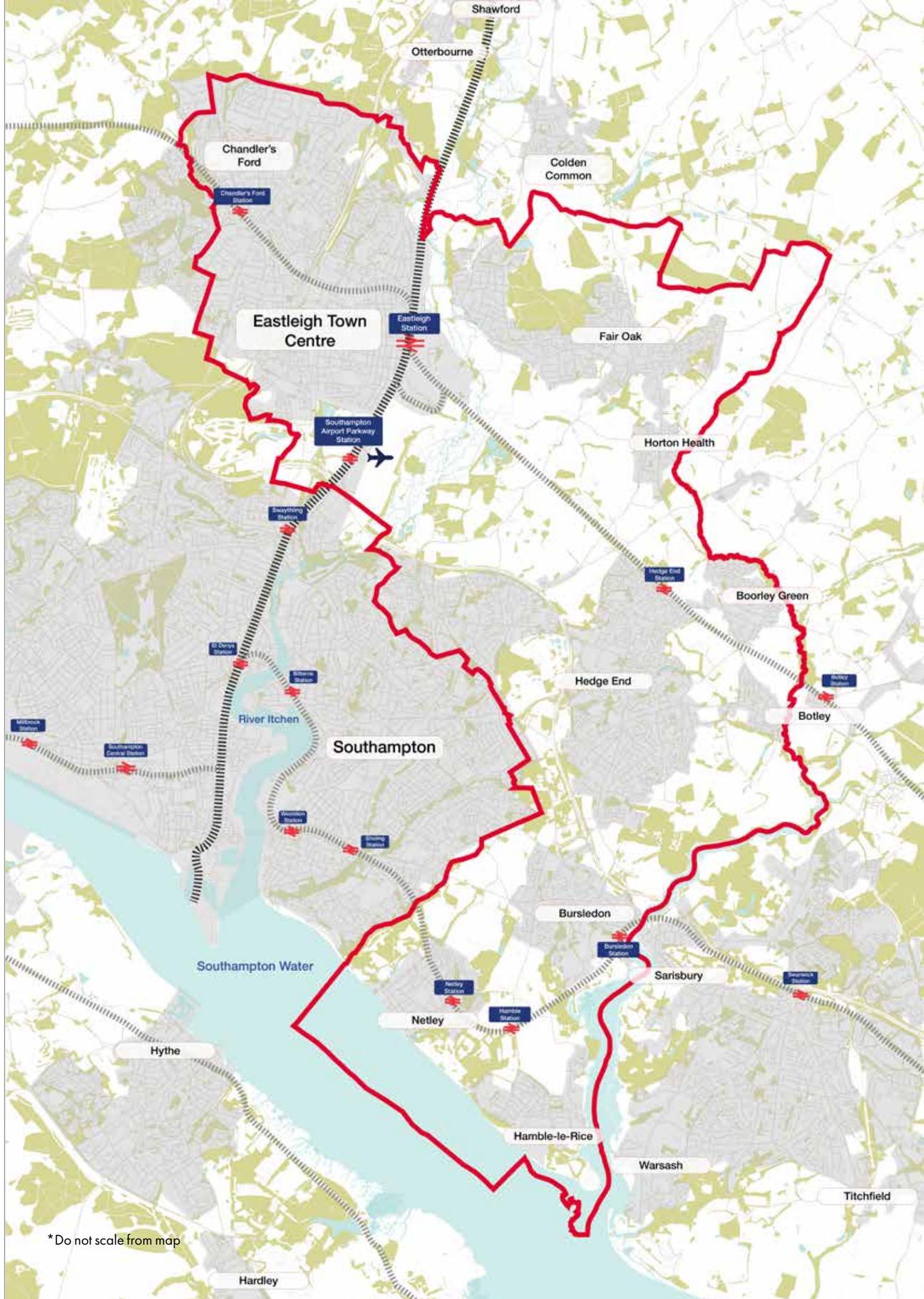
Compact development refers to an approach to development which increases the [residential] density, provides a mix of uses and favours a pedestrian and cycle-friendly environments within an area, without necessarily building taller.

In Eastleigh, compact development refers to an approach to development which demonstrates prevalence of linked-housing types (e.g. terraces, townhouses etc.) and/or flats and duplexes. Compact neighbourhoods will likely have a low proportion (< 20%) of detached and semi-detached homes.

To make these developments successful, they should offer well-designed (not smaller) homes, quality public realm, and functional open spaces—achieved through high-quality, thoughtful design. This means increasing the residential density of sites and developments - however, this does not mean taller buildings. In fact, higher densities have historically been delivered through low-rise buildings evident in the borough's historic villages and centres.

In addition to increasing residential density, compact development prioritises a mix of uses where everyday services and infrastructure are located within a convenient walking and cycling distance - negating the need for a car for day-to-day activities.

This includes the location of commercial, retail and other uses alongside residential to support mixed-use neighbourhoods.



1.1.2 Purpose of the document

This updated **Quality Places Design Guide** replaces the 2011 version and supports the policies set out in the Eastleigh Local Plan. It focusses on the Council's ambition to deliver compact and sustainable development that is appropriate to the location and its future potential - as per the NPPF.

Since 2011, changes in policy, legislation, and best practice have introduced new priorities for development—such as addressing climate change and achieving biodiversity net gain. This guide responds to these shifts by setting out clear design principles, guidance, illustrated examples, and relevant precedents to show how quality outcomes can be achieved.

Used alongside existing and emerging policy and guidance, the document will help deliver healthy, sustainable communities with high-quality homes that benefit all residents.

The guide is intended for designers, developers, house builders, applicants, council members, and others involved in shaping the built environment. It should be referred to by developers whilst preparing a planning application.

1.1.3 How to use this guide

This design guide focuses on best practice principles to promote and guide high-quality placemaking.

As a borough-wide guide, the level of detail is general, intended to be adaptable across different locations and development types. The guidance outlines both the design process applicants should follow and the principles to apply.

The guide is structured as a series of **Objectives** for all types and scales of development. These are supported by **Principles**, which must be met across all planning applications. Each principle is supported by **Design Guidance,** which sets out how applicants can demonstrate meeting the design principles and overarching objectives.

Applicants are welcome to provide alternative approaches to meet and deliver the Design Principles, as long as they demonstrate how they meet the features of a well-designed places (as set out within the DPPPG) or they provide a clear improvement to the approach set out in the guidance.

Regardless of the type, scale or use of development, all applicants should read all sections of this guide.

Structure of the Guide

This document is organised as follows:

1: Introduction

Sets out the purpose of the guide, its relationship to other Council policies, and baseline findings from analysis work.

2: Vision and Objectives

Establishes the vision for development across the borough, and how it relates to the NPPF and DPPPG policies and guidance.

3: Understanding the site

Outlines how applicants can appraise the site context and positively respond to it in line with its existing character and future potential.

4: Neighbourhood

Principles and guidance on how developments should contribute to new and existing neighbourhoods.

5: Streets and spaces

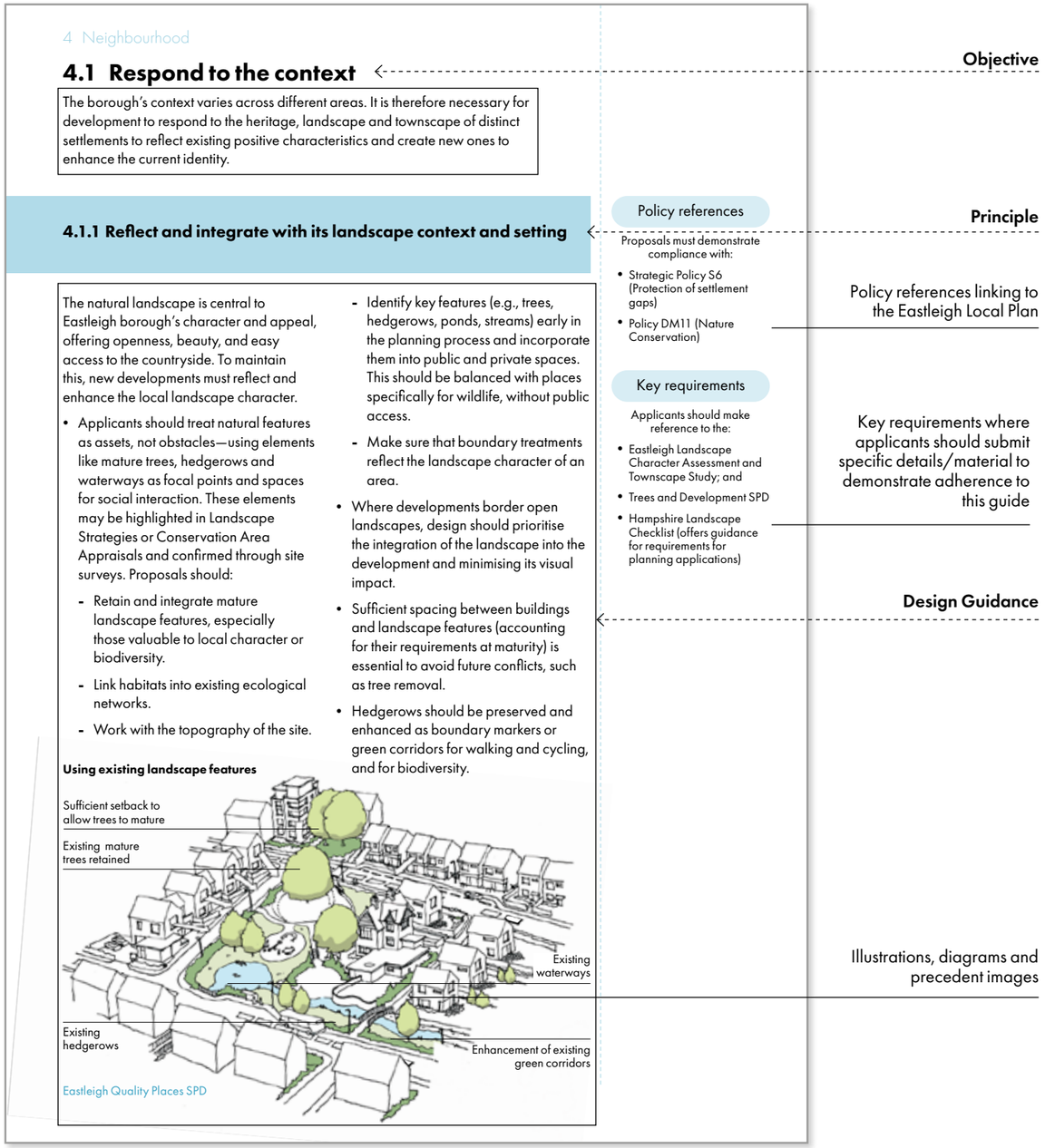
Principles and guidance on how developments should contribute to new and existing streets and movement networks.

6: Homes and buildings

Principles and guidance on how developments should create high-quality, well-designed and sustainable new homes and buildings.

Sample page

Each page of the guide has the same layout, highlighting the following:



1.1.4 Planning Policy Context

As a Supplementary Planning Document (SPD), this design guide aligns with and expands on the policies set out in the Eastleigh Borough Local Plan (2022).

More broadly, it is also consistent with national planning policy, as outlined in the Draft National Planning Policy Framework (NPPF) and the Draft Design and Placemaking Planning Practice Guidance (DPPPG).

Draft National Planning and Policy Framework (NPPF), December 2025

The Ministry of Housing, Communities and Local Government (MHCLG) published a revised draft of the NPPF for consultation in December 2025, proposing significant changes to approaches to densification and the assessment of design quality.

The proposed policies place greater emphasis on optimising site capacity in urban and suburban areas through minimum density requirements, stronger support for densification, and clearer grounds for refusal where development fails to make efficient use of land.

Policy L2:

- Decision makers should give substantial weight to the benefits of creating additional homes within settlements through infill development or sensitive redevelopment.

Policy L3:

- Residential and mixed use proposals within walking distance of a railway station should achieve a minimum density of 40 dwellings per hectare. This increases to 50 dwellings per hectare where the station is 'well-connected'.
- Residential and mixed-use development proposals should contribute to an increase in the density of the area, taking into account the existing character of the area without being constrained by it.
- Proposals that do not make efficient use of land in accordance with policy L3 should be refused.

The proposed design policies provide clearer guidance on the tools Local Authorities can use to promote well-designed places. They place greater emphasis on placemaking and local context, and update the principles of well-designed development to align more closely with the draft DPPPG.

Policy DP1:

- Development plans should set clear expectations for design and placemaking outcomes, set locally specific design policies or standards and identify when design guides, design codes and masterplans are necessary

Policy DP3:

- This policy establishes eight principles proposals should follow to create well-designed places under the following headings: Context, Liveability, Climate, Nature, Movement, Built Form, Public Space and Identity.
- Proposals that are not well-designed should be refused when assessed against this policy and local design policies.

Design and Placemaking Planning Practice Guidance (DPPPG), Consultation Draft, January 2026

The draft DPPPG provides updated guidance to support the application of policies in the draft NPPF and consolidates existing design guidance documents - including the National Model Design Code (NMDC) and National Model Design Guide (NMDG).

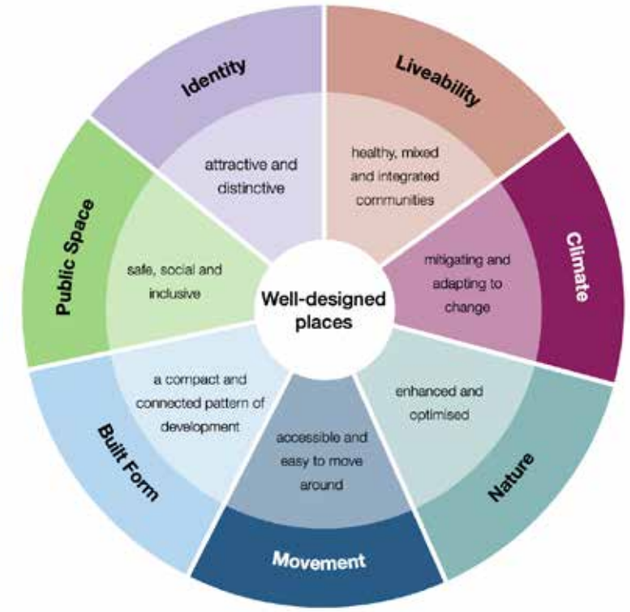
The DPPPG is structured around seven features of well-designed places:

- Liveability
- Climate
- Nature
- Movement
- Built Form
- Public Space
- Identity

The features establish a framework for design and placemaking outcomes to guide local policy and decision-making. A new focus on liveability emphasises design that supports health, social inclusion, and everyday needs across all stages of life.

In line with the draft NPPF, the guidance reinforces support for higher-density development, particularly in well-connected locations with good public transport access. The DPPPG promotes compact, connected forms of development that optimise site density.

It also recognises that where new development differs significantly in scale, form, or density from its surroundings, creating a new identity and character may be appropriate, particularly for exceptional or innovative schemes.



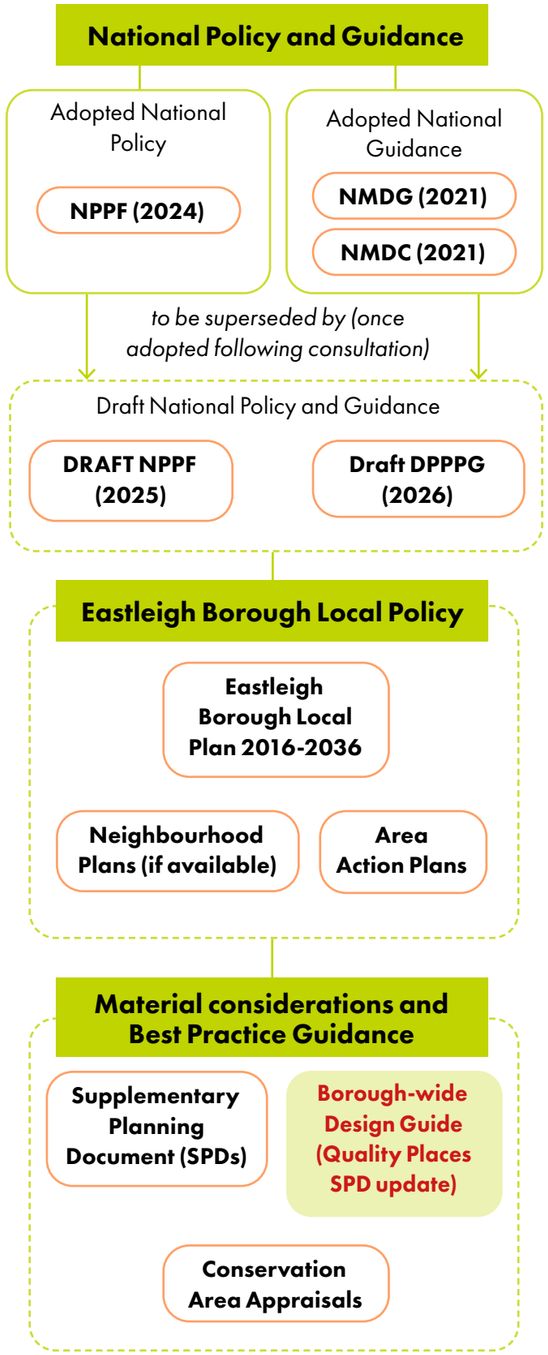
The seven features of well-designed places in the DPPPG.

Local Policy

The primary development plan document for Eastleigh Borough Council is the Eastleigh Local Plan, adopted in 2022. It sets out the Council's approach to future development and identifies three strategic priorities:

- **A Green Borough:** tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources.
- **A Healthy Community:** enabling healthier lifestyles/wellbeing; and tackling deprivation.
- **A Prosperous Place:** increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres.

Some Local Plan policies set high-level expectations for all development and are of primary relevance. Others, addressing specific topics like landscape or transport, are of secondary relevance.



Primary policies

- Strategic policy S1, Delivering sustainable development. New development in the Borough should be sustainable by addressing community needs while preserving the environment, promoting equality, and ensuring a strong local economy, without compromising future generations' needs or the Borough's identity.
- Policy DM1, General criteria for new development. New development should enhance residential amenities, biodiversity, and heritage while respecting the site's context and integrating with its surroundings in terms of design, scale, and function. It should preserve or replace valuable natural features, provide accessible and sustainable infrastructure, include waste management and public art, and ensure safety and inclusivity for all residents.

Secondary policies

- Strategic policy S9, Green infrastructure.
- Strategic policy S11, Transport infrastructure.
- Strategic policy S12, Strategic footpath, cycleway and bridleway links.
- Policy DM2, Environmentally sustainable development.
- Policy DM3, Adaptation to climate change.
- Policy DM6, Sustainable surface water management and watercourse management.
- Policy DM23, Residential development in urban areas.
- Policy DM24, Creating a mix of housing.
- Policy DM28, Delivering affordable housing.
- Policy DM29, Dwellings with higher access standards.
- Policy DM30, Internal space standards for new residential development.
- Policy DM32, Protection of recreation and open space facilities.
- Policy DM33, Provision of recreation and open space facilities with new development.
- Policy DM36, Community, leisure and cultural facilities.

The Council has several other Supplementary Planning Documents (SPDs), which contain guidance on specific topics. The most relevant to the design guide are those listed below (and the full list is available on the Council's website). Other relevant national guidance has also been included below:

- Parking Standards SPD – September 2025
- Trees and Development SPD - April 2022.
- National standards for sustainable drainage systems (SuDS) (2025).

Additionally, several character assessments, conservation area appraisals, and landscape character assessments have informed this Quality Places SPD update (see section 1.1.5 for details).

- Urban Character Area Appraisals (2005 & 2008).
- Landscape Character Area Assessments (2011).
- Conservation Area Appraisals (various).

Eastleigh Borough currently has no made Neighbourhood Plans. If any come forward, their policies should also be reviewed.

1.1.5 Local guidance

Applicants should understand their site's context by conducting baseline analysis, identifying opportunities and constraints. This includes the site's character and environmental designations, guided by the Council's local documents.

Landscape Character Assessment for Eastleigh Borough (2011)

This document divides the borough's rural areas into 19 unique landscape character areas (see map), each with distinct traits and sensitivities. Landscape character is key to understanding a site's context, especially if it lies within or near these areas. Development can affect landscape character functionally, visually, or environmentally and should be managed carefully through design.

Urban Character Area Appraisals (2008)

These appraisals guide new development to fit its surroundings and preserve local character. They identify character types based on townscape, urban form, and route structure analysis. Proposals should consider positive character areas and their key features in relation to the site.

NOTE: Applications can use existing studies as background but would need to create their own evidence if they believe the information in the above documents to be out of date.

Environmental constraints

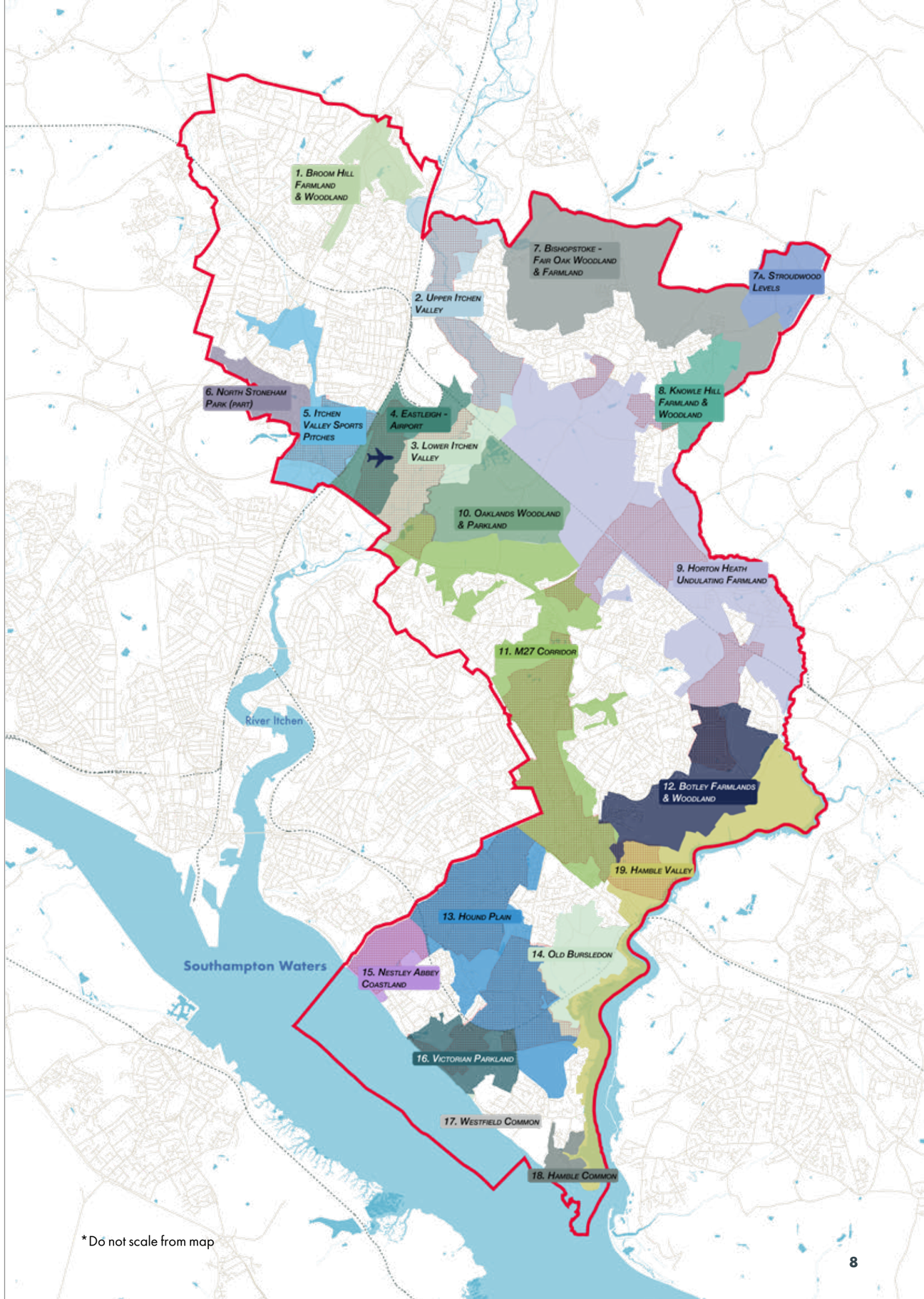
The borough has various environmental considerations, designations, and constraints that influence development location and design. Many are statutory, and applications should show how they address them. Settlement gaps, such as around Hamble and Netley, are key to protecting boundaries and preventing coalescence (see adjacent map). These gaps are being reviewed in the Local Plan Review.

Conservation Area Appraisals

There is further guidance available for eight areas in the borough due to their special architectural and historic interest. These can be found on the Council's website.

Airport Safeguarding Zones

In some circumstances, particularly where taller buildings may be proposed near Southampton Airport (such as in Eastleigh Town Centre), applicants will need to consult the CAA Airport Safeguarding Zones. This sets out the requirement for consultation with the relevant bodies where buildings exceed certain heights.



1.1.6 Public and stakeholder engagement

Engagement with communities, stakeholders, and LPA officers has informed the development of this Design Guide. These sessions aimed to understand local design issues, priorities, and aspirations.

Stage 1

We asked stakeholders, LPA officers, and others involved in development and the built environment what the updated Quality Places design guide should include. Their feedback on the format and effective elements of the existing SPD has informed the update.

Key priorities for the update include:

- **Development density:** Clear, high-quality guidance is needed. There's broad agreement that higher densities should be focused in main centres near services and transport, though some increase may be appropriate elsewhere.
- **Parking:** Both the amount and design of parking are major concerns, particularly in edge-of-settlement and central locations. Parking often competes with open and amenity space on constrained sites.
- **Flats:** Stronger guidance is needed on aspects such as dual aspect design, private amenity space, and space standards.
- **Green infrastructure:** Emphasis on delivering high-quality, multifunctional, and integrated green spaces.

Stage 2

In the summer of 2025, we prepared draft sections of the guide to get initial feedback on the vision, structure, and design principles that the updated Quality Places guide could include. These were collated into seven boards, and we invited feedback and comments on these through various formats. The Council hosted these on their website for 6 weeks, where anyone was able to leave comments via the online survey. The online survey was sent out directly to stakeholders, statutory consultees, and Council officers; a dedicated workshop was also held with Councillors.

The team received positive feedback on the draft elements, key comments included:

- Strong support for guidance around 'compact development', ensuring that the quality of living spaces and amenity spaces is well considered, and space-intensive uses such as parking are carefully balanced.
- The challenge of reducing car dependence and the need for further investment/and design guidance into (designing) public transport, alongside encouraging active travel and using innovative methods to reduce car reliance (e.g. car clubs in centres).
- The need to adhere to, and signpost to other relevant standards and policy, for example the Trees and Development SPD.
- Strengthening wording and approach to making places climate resilient through soft landscaping and energy efficient design.
- The importance of ongoing management and maintenance of facilities, particularly planting, open space and SuDS.

1.2 Process and collaboration

1.2.1 Introduction

Successful design and placemaking depend on a clear, collaborative process involving designers, stakeholders, and the community. This section outlines key steps—from setting the brief and understanding context to developing design concepts and submitting a planning application.

Early and transparent communication with stakeholders and the wider community is essential. Engagement should begin at the outset of the project and clearly involve relevant groups. Equally important is a constructive dialogue with the local authority to identify key design issues and reduce planning risk. The Design and Access Statement (DAS) is the main tool for communicating this process (see section 1.2.4 for guidance) - refer to the Local List for Validation of Planning Applications with all the requirements for planning applications.

The Council are committed to working pro-actively with the private sector to help deliver the homes and neighbourhoods that the borough needs.

1.2.2 Pre-application meetings

Pre-application meetings involve the applicant, design team, and Local Planning Authority (LPA) officers—including officers who may be involved in determining the application. Starting these meetings early fosters open dialogue, helps streamline the design and planning process, and leads to higher quality outcomes.

The cost and level of advice vary by project scale (see the Council's pre-application guidance for details).

The objectives of pre-application meetings are to:

- Clarify relevant planning policies and key considerations.
- Identify major issues early.
- Explore ways to reduce impacts through design or planning conditions.
- Confirm required application content to avoid validation delays.

Most materials from these meetings should be included in the DAS submitted with the application.

A Planning Performance Agreement (PPA) is typically established to set expectations and a timeline. For complex projects, meetings may be structured by theme to focus on specific design topics.

For applicants

- Pre-application meetings should be well-prepared, with concise, accessible presentation materials.
- For larger or complex schemes, a series of meetings is recommended—starting with an initial session to discuss project principles, establish the brief, and understand any strategic direction from the Council. Early meetings may also reveal key, non-public information.
- At each stage, applicants should clearly show how previous feedback has informed the evolving design.
- A collaborative, positive approach with Council teams is essential to deliver the best outcomes for both the project and local community.
- Applicants should reference the National Design Guide and this design guide, explaining how they've shaped the design and noting any challenges in applying the guidance.

1.2.3 Engagement and consultation

The Council considers community engagement a vital part of the planning process.

Changes to neighbourhoods can significantly impact residents' lives, so it's important they can contribute meaningfully to proposals and are kept informed. Responsibility for engagement lies with the applicant.

Effective engagement should be:

- Transparent and collaborative.
- Clear about how community input can influence outcomes.

Most planning applications should include a Statement of Community Involvement (SCI) showing how residents were engaged. The scale of engagement should reflect the size of the development.

For major applications, early contact with local residents, community groups, and ward councillors is strongly advised. For minor applications, a more targeted approach may be appropriate.

Benefits of meaningful engagement include:

- Early resolution of issues, saving time and cost.
- Better-designed, more locally appropriate developments.
- Smoother planning process through improved community relationships.
- In some cases, ongoing community stewardship of shared spaces.

How much engagement?

The level of community and stakeholder engagement should be agreed at the first pre-application meeting, based on the development's size, complexity, and likely impact. There's no fixed rule for how much engagement is appropriate; in areas with active or vocal groups, additional efforts may be needed. However, too many events can cause engagement fatigue, especially if stages don't clearly build on previous input.

Early engagement helps clarify which elements are fixed by policy and which are open to influence, allowing a clearer focus on design priorities.

For medium or large projects, a three-phase engagement programme is often effective:

- **Site Assessment & Briefing:** Early input identifies local needs, what's working, and problem areas.
- **Defining Design Principles:** Feedback helps shape objectives and focus areas—such as green space, layout, or facilities.
- **Design Details:** Final designs are shared with visual aids (e.g. 3D images) to gather last-stage feedback before submission.

Engagement should be inclusive, reaching a diverse audience across the borough.

Organisers should consider accessibility for all, including wheelchair users, those with visual or hearing impairments, and young people—who may respond better to interactive tools like participation Apps.

Communication should be clear and jargon-free to encourage input from those unfamiliar with planning language but with valuable perspectives.

Consultations should ask meaningful, impactful questions, giving participants a real opportunity to shape the design. A transparent "you said, we did" approach is encouraged, showing how feedback has been incorporated—or explaining why it hasn't.

1.2.4 Design and Access Statements

The Council require a Design and Access Statement (DAS) to be submitted for:

- major applications;
- applications related to listed buildings;
- new dwellings within conservation areas; and
- buildings with a floor space of 100 sq.m or more within conservation areas.

A key part of any Design and Access Statement (DAS) is site and context analysis, identifying development constraints and opportunities. This includes highlighting positive features like existing buildings, mature trees, hedgerows, and green spaces that can shape and enhance the layout.

The DAS should clearly explain how the proposal has evolved—from initial site analysis to the final design—ensuring it is accessible and understandable to all users. It should support the planning application by outlining the scheme's benefits, design challenges, and key decisions throughout the process. Applicants should show how this document's principles have informed their design.

A great DAS will:

- Be highly visual.
- Use concise, accessible language that avoids architectural jargon.
- Tell a story, using diagrams, plans and photographs to explain the proposals.
- Be proportionate to the scale, location, and type of application.
- Be specific to the proposals for which permission is sought.
- Clearly highlight key design issues and factors that have shaped the development proposals.
- Demonstrate a vision-led approach to movement, setting out:
  - (a) target mode share;
  - (b) how the street layout, access to active travel and public transport networks; and
  - (c) the parking quantum and management will restrict car trips by design and support the place vision, rather than meeting forecast demand with additional parking.

For developments large enough to require a new local centre, Design & Access Statements should show: the realistic pedshed for 400m and 800m from the centre of the site; and show located within the pedshed boundaries: postal facility, food shop, bank / cash point, primary school, medical centre, leisure centre, community centre, place of worship, public house, children's play area, public open space, café, restaurant, crèche and the bus stops and train stations and specify all proposed access improvements to public transport nodes and improvements to public transport services.

The DAS should reference any community involvement undertaken — though detailed information may be provided separately, such as in a Statement of Community Involvement — and show how feedback from LPA officers has been incorporated, where relevant.

For some applications, a 'two-stage approach' may be needed, where an outline planning application is followed by a reserved matters application. Outline applications establish the acceptability of a proposal in principle and are typically used for larger or more complex schemes. They may address one or more of the five reserved matters: access, appearance, landscaping, layout, and scale.

The DAS for an outline application should provide sufficient illustrative detail to enable LPA officers to make informed judgements of the acceptability of the high-level principles and their ability to deliver high-quality development.

A suggested DAS contents list is provided overleaf. Additional information may be required for projects with specific sensitivities, constraints, or environmental designations. It is highly recommended that applicants engage in pre-application meetings to ensure a smooth and collaborative planning process.

Depending on the scale of the development, some applications may be required to submit a masterplan and/or design code for the site. This should be discussed and agreed at pre-app stage.

Sample checklist - DAS

Introduction and Executive Summary

This checklist provides an example of a detailed and comprehensive DAS that addresses the varied design principles in this SPD.

1 Defining the brief and outlining the design process:

- Defining the Vision and concept Undertaking community engagement (might sit in a separate Statement of Community Involvement)
- Prioritising the environment
- Understanding local context and character
- Responding to a site's character

2 Creating a neighbourhood:

- Reflecting and integrating into landscape context and setting
- Responding to local heritage
- Street layout, character and movement networks
- Delivering compact development
- Balancing built form, amenity, privacy and parking
- Using the layout, orientation and scale of development to reinforce local character
- Using landmarks to create memorable places
- Designing corner plots
- Considering the impact of tall buildings
- Creating multifunctional public spaces
- Creating attractive open spaces
- Designing good play spaces
- Integrating nature and achieving Biodiversity Net gain
- Managing water across a site

3 Creating a street:

- Integrating soft landscaping and drainage on streets
- Designing streets for active travel
- Designing streets for play and socialising
- Integrating safe and functional parking
- Integrating accessible cycle parking and refuse storage

4 Homes and buildings:

- Homes at higher densities
- Demonstrating adaptable and liveable homes
- Creating flexible homes
- Internal storage space
- Maximising natural daylight and sunlight
- Appropriate ventilation and acoustics
- Ensuring appropriate privacy
- Providing private amenity space
- Creating communal amenity space
- Extending and adapting existing homes
- Creating well proportioned elevations
- Design of entrances
- Design roofs
- Appropriate use of materials
- Considering boundary treatments
- Prioritising energy efficiency and sustainable design
- Contributing to decarbonisation
- Considering the whole building lifecycle

1.2.5 Guidance for residents and communities

The Council need to deliver 14,850 new homes by 2036 to meet government housing targets and accommodate the borough's growing population, as identified in the Local Plan. This growth will result in an impact on existing community members, and therefore community involvement is strongly encouraged in the housing design process, as residents often have unique insights into their neighbourhoods. Residents usually know a place inside out, and have important places and cherished memories of particular features or corners which may not be immediately obvious to those involved in the design process. This local knowledge can play a vital role in creating well-designed communities that meet everyone's needs.

There are three key opportunities for local voices to directly influence decisions about their local neighbourhood:

- **Plan-making stage** – the Local Plan is the key document that guides development in all local authorities across the country. This policy document is the basis on which all planning decisions get made (alongside other material considerations). Whilst the Council adopted their Local Plan in 2022, the Council are undertaking a review and will undertake several stages of community consultation. It is important that as many people provide feedback as possible.
- **Decision-making stage** – once a planning application has been submitted. The local planning authority is required to undertake a formal period of public consultation prior to deciding a planning application.
- **Preparation of guidance** – other documents which are used to help make planning decisions are known as 'material considerations'. This includes the Council's SPDs, and, once adopted, this updated design guide. Engagement with the public and stakeholders at this stage also allows local priorities to inform the preparation of these documents (see section 1.2.3).

The Council also supports the participation of parishes, town councils, and neighbourhood forums in neighbourhood planning. This engagement allows communities to shape housing and development plans in their area, and gives them agency in the process.

2 Vision and Objectives

Crowdhill Green, Fair Oak

A Vision for Eastleigh borough

Eastleigh Borough will be a mosaic of distinct settlements, offering a wide choice of places to live and work, which are resilient to a changing climate.

Living in the borough will offer a high quality of life for all - combining easy access to nature and open space, with connectivity to jobs, amenities and leisure activities.

New development will make effective use of land and contribute to creating vibrant, healthy and inclusive communities, made up of comfortable homes, playable landscapes and open space, and safe, walkable neighbourhoods.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2.1 Priorities

The priorities for the Eastleigh Quality Places SPD are aligned with the themes of the Design and Placemaking Planning Practice Guidance (DPPPG) Jan 2026.

They inform the principles and design guidance set out in this document.

Liveability

Liveability describes how well a place supports quality of life. Liveable places are enjoyable, healthy, inclusive, and well-connected, helping to create vibrant and integrated communities.

They bring people closer together, reduce isolation, and support safe and equitable living. Liveable places also provide good access to jobs, services, facilities, and opportunities for physical activity for all.

Climate

As temperatures rise and extreme weather becomes more frequent and severe, well-designed places and buildings should respond to climate change by being energy efficient, reducing carbon emissions to support net zero by 2050, and strengthening resilience and adaptation.

Good design also protects and enhances natural resources, including land, water, energy, and materials.

Nature

Nature is essential for biodiversity, health and wellbeing, as well as providing shading and cooling, improving air quality, reducing noise, and helping to manage flood risk. It also plays a key role in addressing the climate emergency and is central to liveability and quality of life.

Well-designed development integrates natural features such as landscapes, trees, high-quality public green spaces, wildlife-friendly planting, and water, enabling biodiversity to thrive.

Movement

Places should support a range of movement and journey types through a vision-led approach to transport planning. This includes walking, wheeling and cycling, access to services and employment, servicing and parking, and use of public transport.

Movement should be considered at all spatial scales and designed inclusively from the outset, removing barriers to access for people of all ages and abilities.

Built Form

Built form is the three-dimensional arrangement of development blocks, streets, buildings, and open spaces that make up the built environment. The way these elements relate to each other creates attractive, liveable places and shapes local character, identity, and sense of place.

It provides a coherent framework within cities, town centres, suburbs, and villages, guiding the design of individual developments.

Public spaces

The quality of spaces between buildings is as important as the buildings themselves. Public spaces such as streets and squares are open to all and form part of the movement network.

Their design should integrate with the wider street network and include appropriate surfacing, street furniture, lighting, signage, and public art, while considering the needs of people walking, wheeling, and cycling.

Identity

The identity or character of a place comes from the combination of buildings, streets, spaces, landscapes, infrastructure, and how people experience them. It is not only about appearance, but also how a place engages all the senses.

Local character makes places distinctive, memorable, and easier to navigate. Well-designed, liveable places have a strong identity that creates a sense of place and belonging, encouraging people to stay or return.

Image captions (previous page)

1. Introducing new materials with an existing palette at Copper Lane, London (Henley Halebrown). (Image credit: Nick Kane).

2. Allotment, Leah Gardens, Eastleigh.

3. A change in built form and materials mark this prominent corner at Great Kneighton in Cambridge.

4. Vibrant street life and public realm, Oxford.

5. Cafe culture and public seating in Eastleigh town centre.

6. Specialist housing is provided in this medium-density care home in Eastleigh town centre.

7. New high quality assisted living facility in Sonnet Court, Eastleigh.

8. Generous private amenity space in new flats at Regent's Park Estate, London.

9. Compact development introduces a range of typologies, combined with high quality open space and landscaping, in Shorncliffe Heights, Folkestone.

2.2 Design principles

Neighbourhood	Liveability	Climate	Nature	Movement	Built form	Public spaces	Identity
4.1.1 Reflect and integrate with its landscape context and setting							
4.1.2 Respond sensitively to local heritage							
4.2.1 Connect streets and routes into the wider network							
4.2.2 Create a connected movement network that prioritises active travel and ensures safe use for all - pedestrians, cyclists, and vehicles alike							
4.2.3 Provide a clear hierarchy of streets, where each street has a distinct character and function							
4.3.1 Deliver compact development solutions to meet housing needs while reflecting the scale and character of the surroundings							
4.3.2 Demonstrate a high quality of design resolution addressing built form, amenity, privacy and parking							
4.4.1 Reinforce local character through layout, orientation, and the scale of development blocks and buildings							
4.5.1 Use landmarks (buildings, features, spaces) to create memorable places and support wayfinding							
4.5.2 Carefully design corner plots to enhance their prominence in the streetscape							
4.5.3 Consider and demonstrate the visual, functional and environmental impact of tall buildings							
4.6.1 Create multifunctional public spaces and landscapes							
4.6.2 Create safe, accessible, inclusive, and attractive public open space for different user groups							
4.6.3 Design play areas that are imaginative, safe, and welcoming for all users, including parents and supervisors							
4.7.1 Address Biodiversity Net Gain across the scales of the neighbourhood, street and building							
4.7.2 Plan water management for a site at a strategic scale and integrate into existing networks							
Streets and spaces	Liveability	Climate	Nature	Movement	Built form	Public spaces	Identity
5.1.1 Integrate soft landscape and drainage in the design of all streets							
5.2.1 Design streets and active travel routes that feel safe, inclusive and convenient to use							
5.2.2 Streets and spaces made for meeting, playing and relaxing							
5.3.1 Implement a place-led approach to integrating safe and functional car parking							
5.4.1 Provide secure, accessible and well-overlooked cycle parking							
5.5.1 Provide discreet, accessible and function refuse storage and servicing							
Buildings and homes	Liveability	Climate	Nature	Movement	Built form	Public spaces	Identity
6.1.1 Maintain a high standard of quality and liveability in all homes, regardless of type and size							
6.2.1 Demonstrate adaptability, liveability and comfort							
6.2.2 Enable residents to adapt homes to changing needs over different stages of life							
6.2.3 Provide well-sized and well-locat ed storage space							
6.3.1 Maximise natural daylight and sunlight							
6.3.2 Manage ventilation and acoustics to maintain a comfortable indoor environment							
6.4.1 Ensure an appropriate degree of privacy for all internal and external spaces							
6.5.1 Ensure the provision of private amenity that is directly accessible and is proportionate to the size of the home and household							
6.5.2 Provide access to high quality communal amenity space							
6.6.1 Ensure that extensions and adaptations to homes and buildings are sensitive and respectful to neighbouring properties							
6.7.1 Balance proportions of windows and façades to reflect the surrounding context							
6.7.2 Provide safe and accessible entrances to all buildings							
6.7.3 Design roof forms to be efficient and in harmony with the surrounding roofscape							
6.7.4 Incorporate multiple functions within the design of the roof, considering amenity, energy generation and enhancing biodiversity							
6.8.1 Introduce materials that reflect and enhance the character of surrounding buildings							
6.9.1 Maintain consistent and cohesive boundary treatments							
6.10.1 Prioritise energy efficiency through sustainable design to reduce environmental impact and lower user energy costs							
6.10.2 Support wider decarbonisation by using low-carbon heating systems and photovoltaics (PVs)							
6.10.3 Consider the whole life cycle of buildings, including embodied carbon and opportunities for material reuse and recycling							

3 Understanding the site

How your development contributes to existing or new neighbourhoods

Boorley Park

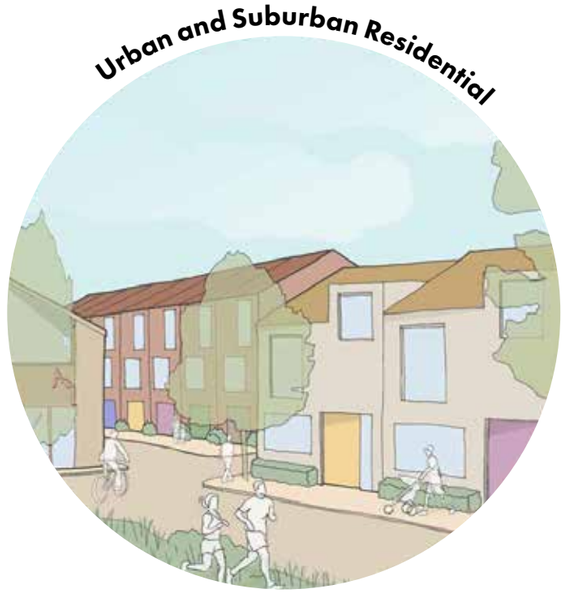
3 Understanding the site

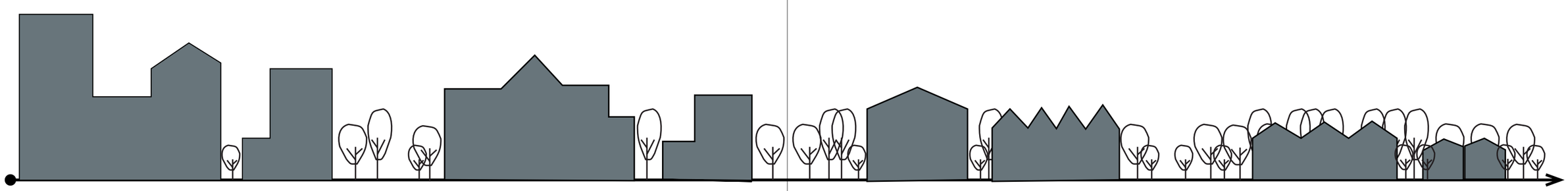
3.1 Where will the guide apply?

The guide applies to all new and rebuilt **residential development across the borough**. The general principles also apply to **non-residential development**.

New developments are expected to come forward in different character areas and neighbourhoods across the borough and will therefore need to deliver the Quality Places principles in different and locally specific ways.

However, all new developments should aspire towards a 'compact development' approach.





3.2 Understanding site 'potential'

The Draft NPPF (2025) requires developments to be informed by the existing character as well as the site's **potential** to reach the desired design and placemaking outcomes of the local authority. This means that developments in Eastleigh should not be constrained by the existing character alone, but aspire to increase residential density, provide a mix of uses and improve the pedestrian and cycling environment across all neighbourhoods – as per Eastleigh Borough Council's aspirations for compact development.

This section helps you to identify your site's potential and capacity for future development.

A useful first step in the design process is to clearly identify which of the five broad context categories the site for a planning application falls within:

- **Eastleigh Town Centre:** is defined by a spatial policy boundary within Eastleigh's Local Plan.
- **Mixed-Use Centres:** consist of district and local centres, also defined by spatial policy boundaries within Eastleigh's Local Plan.
- **Urban Residential:** are primarily residential areas that already demonstrate 'compact development' characteristics, such as a prevalence of linked-housing types (e.g. terraces, townhouses etc..) and/or flats and duplexes. Urban Residential areas may or may not be located near to the town centre or mixed-use centres.
- **Suburban Residential:** are primarily residential areas that have historically developed with a looser grain, consisting mostly of detached and semi-detached homes and with a greater emphasis on car-based travel. They may or may not be located near to the town centre or mixed-use centres.
- **New Settlements:** are new and large residential, mixed-use or commercial neighbourhoods delivered on mostly undeveloped or previously developed land, often adjacent to an existing settlement. They may require the delivery of new mixed-use centres and local facilities to serve the new community.

Each development site will correspond to at least one of the above categories, reflecting a different combination of land use, density, movement patterns, accessibility to services and infrastructure – as well as character and identity.

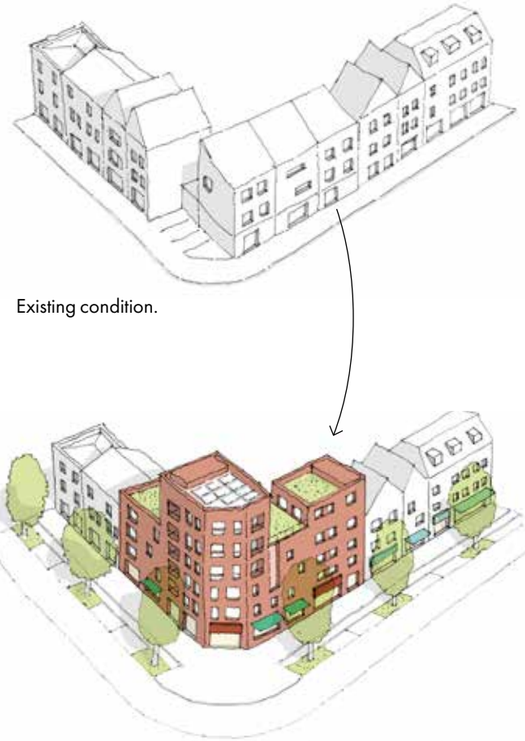
Regardless of site-specific characteristics, within each category sites have an overarching opportunity to support compact development.

Eastleigh Town Centre and Mixed-use Centres

Typically, the Town Centre and mixed-use centres offer the greatest potential for intensification, including higher densities, mixed uses, and reduced reliance on cars. Compact development in these areas can be delivered through:

- Reduced car parking and related road infrastructure, particularly where sites benefit from good public transport access (see Parking SPD).
- Pedestrian-priority streets and layouts.
- Taller buildings in selected locations.
  - Where they contribute positively to the townscape, even if this is a change from the current character and scale.
  - Where heights are carefully considered and consultation with external bodies to meet necessary thresholds (e.g. CAA Airport Safeguarding Zones).
- A mix of building types that support compact development (flats, duplexes, terraces, townhouses, mews etc..).
  - Detached and semi-detached homes are not appropriate.
- Active non-residential uses in ground floor.
- Increased heights and densities near transport hubs.

Corner infill to increase height and density



Existing condition.

Development potential.

Introducing mix of building types that support compact development

Urban Residential Areas

Urban areas accommodate moderate increases in density through infill, redevelopment, and introduction of varied housing types. Compact development in urban areas can be achieved through:

- A mix of building types that support compact development (flats, duplexes, terraces, townhouses, mews etc..).
  - A small proportion (< 20%) of detached and semi-detached homes is acceptable.
- Increasing density through:
  - Conversion.
  - Infill (including plot subdivision).
  - Roof addition.
  - Comprehensive redevelopment.
  - Intensification of underused sites (e.g. garages/car parks/yards).
- Increased heights and densities near transport hubs.

Suburban Areas

Suburban areas may support limited intensification, but present a clear opportunity for increased density through careful design, diversification of housing types, and more efficient use of land. Compact development in suburban areas can be achieved through:

- Introducing building types that support compact development (low-mid-rise flats, duplexes, terraces, townhouses, mews etc..).
- Increasing density through:
  - Conversion.
  - Infill (including plot subdivision).
  - Roof addition.
  - Rear garden developments.
  - Comprehensive redevelopment.
  - Intensification of underused sites (e.g. garages/car parks/yards).
- Increased heights and densities near transport hubs.

Intensification of under-used land for new development.

Existing condition.

Development potential.

New settlements

New settlements provide a particular opportunity for delivering compact development as they are often not constrained by existing built form and street networks, enabling compact layouts from scratch. These sites should clearly identify what kind of area they will aspire to be, with a presumption towards urban residential development.

- Provide a range of housing types at a variety of densities, including building types that support compact development (low-mid-rise flats, duplexes, terraces, townhouses, mews etc..).
- Establish new local (mixed-use) centres and transport connections in larger developments or masterplans (that are supported by a critical mass to justify e.g. a bus route), which should reference the guidance for mixed-use centres.
  - Developments within these newly established mixed-use centres should provide areas of greater relative residential density and intensity of uses, as per the Mixed-Use Centres guidance above.

A range of housing types in compact layouts for new settlements.

3.3 Understanding local context and character

Before starting design work on a new development, a thorough site and context assessment should identify all constraints and assets. Key positive characteristics should guide a context-responsive approach throughout design, planning, and delivery. This includes building types, roof forms, materials, open spaces, planting, and street design.

3.3.1 What is character?

Character is defined by both tangible and intangible elements—physical aspects like buildings, streets, spaces, landscape, openness, and colour, as well as non-physical qualities such as sound, atmosphere, identity, and sense of place.

3.3.2 All development proposals should respond to positive local character

The most successful developments utilise the positive attributes of the site in their design. This can provide greater distinctiveness, a historical connection with the area's past and an enhanced acceptance by local people. The emphasis of understanding local context is not for new development to necessarily replicate this existing context, but to be sensitive to it when increasing density. Typical site assets include:

- **Existing buildings or structures** that may have architectural or social value (including the opportunity for reusing and re-purposing).
- **Street type or function** that may inform the type of development, e.g. suburban residential street, mixed-use high street, commercial urban street etc.
- **Historic environment and heritage assets** such as those found within Eastleigh town centre, which remain from the dominance of the railway industry.
- **Building grain and layout**, including the plan form of buildings, orientation of buildings, and the space between them. For example Victorian or Edwardian red brick terraces arranged in a loose grid.
- **Interface with the street**, including the approach to setting back buildings from the footway, the approach to threshold spaces between public and private uses, and boundary treatments (e.g. landscaped, or driveways etc.).
- **Material palette**, detailing, architectural features and motifs.
- The **topography and landform**, and how buildings respond to it (e.g. stepping along the gradient, or layouts running parallel to the slope).
- The **positioning and character of landmark buildings.**
- **Attractive views or outlooks** (e.g. towards a landscape or a heritage feature).
- **Green and open spaces** (e.g. where they provide amenity for the site, the opportunity to front open space or provide direct connections to green spaces).
- **Landscape, trees, hedgerows and water features,** the borough is heavily influenced by its landscape, settlement gaps, and hosts a variety of natural assets such as the Itchen Valley Country Park.
- **Proximity to public transport connections, shops and local services** (e.g. healthcare, libraries, community services etc.).

New development should demonstrate how the existing character and context of the site is enhanced through the design. As a minimum, developments should minimise adverse impacts on the existing townscape or landscape character, evidenced by context analysis. Similarly, new development seek to improve their surroundings and bring benefits to existing local communities.

Where integration is important, applicants may be encouraged to reflect local styles using one of the character approaches from section 3.4, with justification provided in the Design and Access Statement (see section 1.2.4).

For support in identifying local qualities that contribute to the character of an area, applicants should consult:

- Urban Character Area Appraisals (2005 & 2008).
- Landscape Character Area Assessments (2011).
- Conservation Area Appraisals.

NOTE: Applications can use existing studies as background but would need to create their own evidence if they believe the information in the above documents to be out of date.

Capturing panoramic views across a landscape, Stoneham Park.

Identifying landscape assets such as mature trees and hedgerows, Eastleigh.

Establishing a distinct local palette, in West End.

Reflecting the historic grain, layout and interface with the street, in Botley.

Public art can help tell local stories, in Leah Gardens, Eastleigh.

Reflecting the topography and landscape character, Stoneham Park.

3.3.3 Site Constraints

Additionally, development proposals should clearly identify, survey and mitigate site constraints.

Site constraints can be physical, visual, or social, and may require detailed surveys (e.g., noise, air and soil contamination, biodiversity). These constraints can reduce the developable area, necessitate specific design or construction methods, or require mitigation Site constraints can include:

Neighbouring Development

Typically these concern the prevention of:

- Unacceptable impacts on privacy and amenity (of residential properties).
- Overshadowing (of private amenity space, windows or solar collection).
- Overbearing' massing relationship of new building with existing.

Topography

- May create extra privacy or overshadowing constraints.
- Major changes in level may make a part of a site undevelopable.

Trees

- Retained trees will need to be protected during construction.
- Trees will need to have their roots protected (which may often extend beyond the crown spread).
- Trees need space in which to grow.
- Large trees may cast significant shade. This can make smaller private gardens or living rooms unacceptably dark which in turn will lead to significant pressure to reduce or remove the trees.
- Some trees will have designated protected status because they are within a conservation area or when they are subject to a tree preservation order. The unauthorised damage of such trees may result in prosecution.

Protected Habitats and Species

- Designated nature conservation areas (Special Area of Conservation, Sites of Special Scientific Interest, Special Protection Areas, Ramsars, Sites of Interest for Nature Conservation).
- Locally important sites (local nature reserves and Sites of Importance to Nature Conservation); species specific protection (e.g. badgers, bats, slow worms).
- Presence of Japanese Knotweed on site, the removal of which should be addressed in any management plan.

Noise

- In residential schemes, applicants are advised to adopt housing layouts which have a public front facing the main noise source, allowing the buildings to reduce the impact of noise on the private rear space.
- Applicants should submit sufficient design details incorporating noise protection measures to enable the LPA to reach a decision on the acceptability of development in an area subject to external noise sources.

Air Pollution and Bad Odour Sources

- Mitigation may take the form of restricting different forms of development to certain parts of the site; preventing windows nearest the pollution source from being opened.

Visual Impacts

- Large or unattractive buildings adjacent to the site.
- Unsightly neighbouring land use. Mitigation may take the form of restricting different forms of development to certain parts of the site; or planting to act as screening.

Flood Risk

- Risk from neighbouring storm runoff.
- Groundwater flooding.
- Environment Agency latest flood risk maps and Eastleigh Borough Strategic Flood Risk Assessment.

Water Courses

- Springs.
- Culverts.
- Streams and rivers.

Coastal storm flood risk and coastal erosion

- Mitigation may take the form of restricting different forms of development to certain parts of the site; certain flood adaptation design measures; storm water attenuation measures (sustainable drainage systems).

Land/Soil Contamination Risk

- To existing property.
- From existing property.
- Mitigation may take the form of restricting different forms of development to certain parts of the site; removing the contaminated material; capping the contaminated material.

Historic environment and heritage assets

- Conservation areas have a character and appearance which proposed development is required to maintain or enhance. It is likely the Council's Conservation Officer will need to be involved in discussions. Their input will be required for development affecting listed buildings or their setting and listed building consent will be required for most proposed works.

Services and Utilities

- Electricity pylons.
- Telecoms masts.
- Telegraph poles and overhead telecom wires.
- Underground cables (electricity, telecom, cable TV).
- Foul and surface water sewers.
- Gas and oil pipelines.
- Wind turbines.
- Easement corridors with development restrictions may be several metres wide in some cases.

Health and Safety Executive Zones

- e.g. Hamble BP Safety Zone.

Archaeology

- Areas and sites which are of archaeological significance have been identified by the County Council.

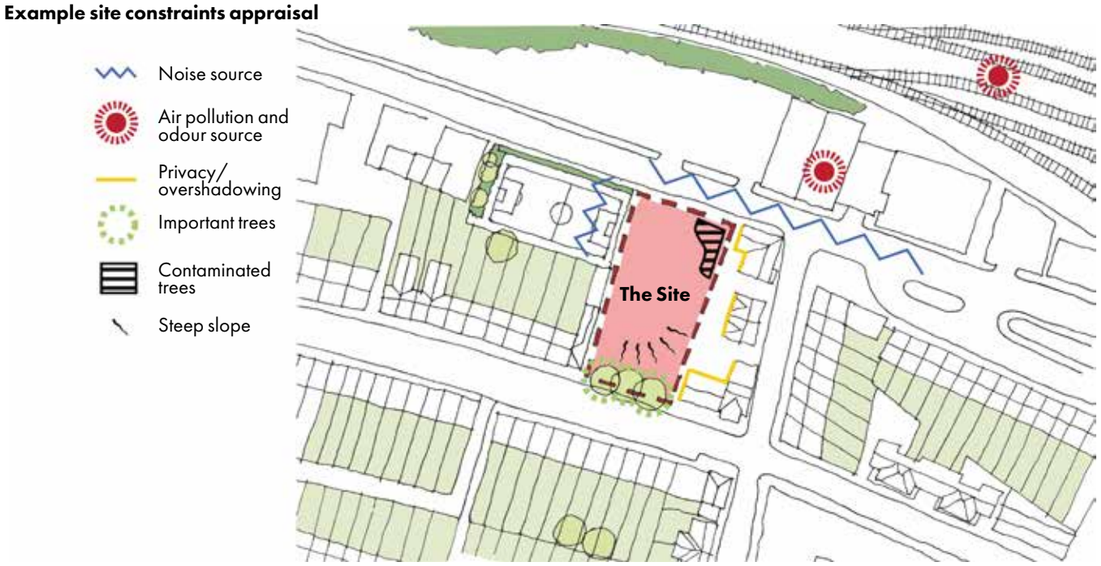
Microclimate

- Dense shade.
- Wind exposure.
- Summer glare or overheating.

Southampton Airport Flight Path

- Height Restriction Zone.

Example site constraints appraisal



3.4 How to respond to a site's character

Once the applicant has undertaken a character and context appraisal, they should establish and justify an appropriate response to the character and its sensitivities. This response can be to:

- Conserve the character;
- Evolve and enhance the character; or
- Reinvent the character.

This response will directly inform the proposal and should be agreed with officers at pre-application stage. A combination of character approaches may be taken to create different character areas in larger developments.

Statement of Intent

Based on the site's context and its capacity for compact development, applicants should establish a clear statement of intent to guide the design approach.

This statement should:

Set out the proposed approach to density

Explaining how residential density will be increased in a way that is appropriate to the site and its potential.

Respond to existing character

Identifying whether the proposal will:

- Conserve.
- Evolve and enhance.
- Reinvent the existing character (as outlined in Section 3.4).

Explain how compact development* will be achieved

This may include:

- Introducing new and a wider range of housing types.
- Introducing a high % of linked housing types.
- Optimising layout and land use to increase density.

*Compact Development: refers to an approach to development with a prevalence of linked-housing types (e.g. terraces, townhouses etc..) and/or flats and duplexes, increasing the density in places without necessarily going taller. These areas will likely have a low proportion (< 20%) of detached and semi-detached homes, and/or standalone, low-rise [mixed-use] buildings.

3.4.1 **Conserve** existing character and typologies.

The approach to development will broadly reflect the scale, form, densities and design approach of the existing area. It may reinforce existing street patterns, building orientation, façade rhythm, and approach to planting in the street.

It should involve faithful interpretation of existing character, using materials and a design approach that is authentic, avoiding poorly executed 'pastiche' development.

This approach is likely to be used in scenarios where faithfully conserving the existing character is particularly important. This approach might be taken where for example:

- an area is **within or adjacent to heritage assets such as a conservation area** that has a strong character which would be beneficial to reflect; or
- there is a particularly **uniform urban form or grain** (e.g. terraced housing); or
- the **character is strongly influenced by landscape features or local views** (e.g. a leafy suburb).

Heyford Park, Bicester (Image credit: Robert Huxford).

Rousillon Park, Chichester. (Image credit: Ben Pentreath).

Towcester, Northamptonshire (Image credit: Robert Huxford).

3.4.2 **Evolve and enhance** the existing character.

This approach should identify existing positive distinctive characteristics to inform the design approach, but may depart from a faithful conservation of this. Evolving and enhancing the existing character will likely retain successful features, but may evolve other characteristics. This could include contemporary interpretations of existing building typologies and materials, or a moderate change in density or scale to support more compact development.

This approach should demonstrate that design is positively responding to local character, not eroding it.

This approach may be helpful where there is some existing positive local character, but opportunity to enhance this exists; or where it would not be appropriate to conserve the existing character of an area.

This is likely to be the most common approach to character, and could be applied in any of the scales or in any of the locations identified in chapter 2.

For example, the large-scale positive features of an existing area can be replicated, such as urban grain, right down to the incorporation of positive small-scale elements such as door architraves, decorative lintels, cill and eave details.

Tibby's Triangle, Southwold (Image credit: Ash Sakula Architects).

Lucien Road, Harp & Harp (Image credit: Adam Scott).

Horsted Park, Kent (Image credit: Robert Huxford).

3.4.3 **Reinvent** the character of a street or area.

This approach will mark a departure from existing character, and should only be applied in specific circumstances where it can be justified. Existing positive characteristics should still be used to inform the design, for example hard or soft landscape elements, or setback from the road.

A reinvent approach might include denser development, new building typologies, taller development or landmark buildings, or a specific approach to materials. This approach may be suitable:

- to enable exceptional compact development and comfortable homes with new typologies;
- on the grounds of location - for example in Eastleigh Town Centre or a mixed use centre where a taller building could hold a positive wayfinding function in the wider area;
- where new character is being created as part of a large development; or
- exceptional sustainability or climate resilient design warrants a specific architectural responses (e.g. the use of Passivhaus standards or a certain material).

Lovedon Fields, King's Worthy, Hampshire.

Fruit Market, Nottingham

4 Neighbourhood

How your development contributes to existing or new neighbourhoods

Stoneham Park, Eastleigh

4 Neighbourhood

The priorities and principles in this section support the creation of good neighbourhoods—whether through entirely new developments, additions like streets and homes, or integration with existing and established neighbourhoods. Getting this strategic step right is crucial to ensuring the success of future streets and homes.

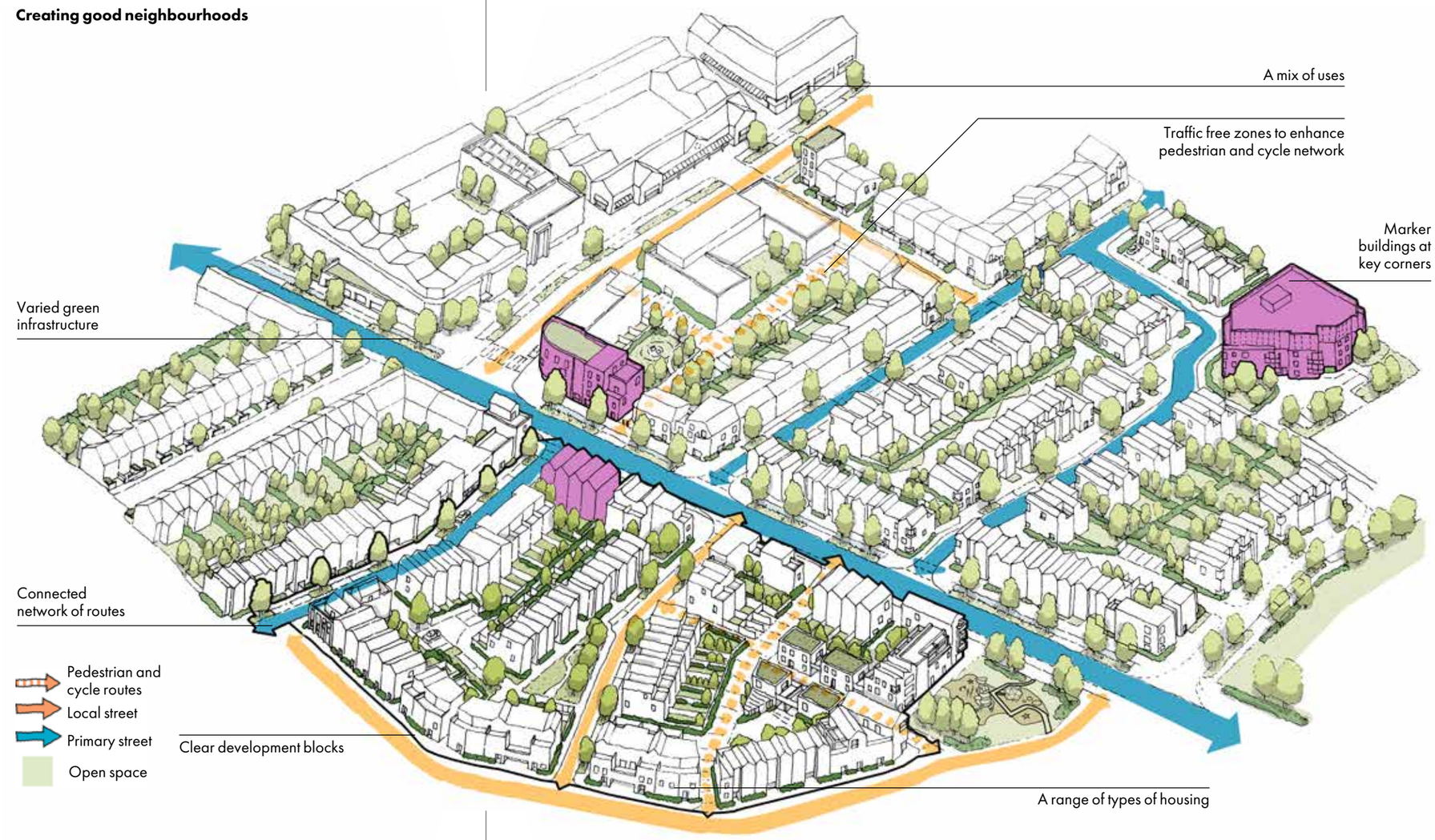
Developments contributing to good neighbourhoods should:

- Respond to the context of the site and the wider neighbourhood;
- Create a safe and connected movement network;
- Deliver compact development that supports walking, cycling and wheeling; and
- Optimise densities to make the most efficient use of land.

They should also provide a clear and deliberate design response addressing:

- Scale and height.
- Layout and orientation.
- Legibility and landmarks.
- Public spaces and activity.
- Play.
- Nature and biodiversity.
- Mixed housing and communities.
- Water management.

Creating good neighbourhoods



4.1 Respond to the context

The borough's context varies across different areas. It is therefore necessary for development to respond to the local heritage, landscape and townscape of distinct settlements to reflect existing positive characteristics and create new ones to enhance the current identity.

4.1.1 Reflect and integrate with its landscape context and setting

The natural landscape is central to Eastleigh borough's character and appeal, offering openness, beauty, and easy access to the countryside. To maintain this, new developments should reflect and enhance the local landscape character.

- Applicants should treat natural features as assets, not obstacles—using elements like mature trees, hedgerows and waterways as focal points and spaces for social interaction. These elements may be highlighted in Landscape Strategies or Conservation Area Appraisals and confirmed through site surveys. Proposals should:
  - Retain and integrate mature landscape features, especially those valuable to local character or biodiversity.
  - Link habitats into existing ecological networks.
  - Work with the topography of the site.
  - Identify key features (e.g., trees, hedgerows, ponds, streams) early in the planning process and incorporate them into public and private spaces. This should be balanced with places specifically for wildlife, without public access.
  - Make sure that boundary treatments reflect the landscape character of an area.
- Where developments border open landscapes, design should prioritise the integration of the landscape into the development and minimising its visual impact.
- Sufficient spacing between buildings and landscape features should be provided (accounting for their requirements at maturity) to avoid future conflicts, such as tree removal.
- Hedgerows should be preserved and enhanced as boundary markers or green corridors for walking and cycling, and for biodiversity.

Using existing landscape features

Eastleigh Quality Places SPD

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S6 (Protection of settlement gaps)
- Policy DM11 (Nature Conservation)

Key requirements

Applicants should make reference to the:

- Eastleigh Landscape Character Assessment and Townscape Study
- Trees and Development SPD
- Hampshire Landscape Checklist (offers guidance for requirements for planning applications)

4.1.2 Respond sensitively to local heritage

The history and heritage of a settlement play a key role in shaping its character. This is especially important for developments on the edge of or adjoining existing settlements.

To ensure a sensitive response, developments should:

- Identify and consider positive heritage assets, including listed buildings, non-designated heritage assets, conservation areas, and community-valued sites as identified in the Council's conservation area appraisals and any town or village design guidance.
- Protect, conserve, and incorporate on-site heritage features into the site layout.
- Acknowledge nearby off-site assets by preserving views or creating physical connections (e.g. towards a local church).
- Celebrate local history and identity through storytelling elements like information boards, street naming, or public art.
- Reflect the historic context authentically—using appropriate materials, built form, and detailing—especially where a character conservation approach is applied.

Design responses to the existing character and context should be clearly established in relation to the 'conserve, evolve and reinvent' approaches (see Section 3.4).

In this example, in Timekeeper's Square, Salford (Buttress Architects), the setting of the adjacent church, and views towards this, have informed the layout of the development.

New development of a scale and architectural style subservient to the nearby heritage asset (a former hospital building), in this example from West End.

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S8 (Historic Environment)
- Policy DM12 (Heritage assets)

Key requirements

Applicants should make reference to:

- The Council's Landscape Character Assessment and Townscape Study
- Historic England's Streets for All guidance

4.2 Safe and connected movement network

The borough has strong walking, cycling, public transport, and road links. New developments should connect to this network to access local services and jobs. A safe, convenient, and attractive transport system promotes walking, cycling, and healthier communities.

4.2.1 Connect streets and routes into the wider network

Walking, cycling and wheeling

- Developments should connect to existing movement networks, including cycle paths and Public Rights of Way.
- Site design should accommodate natural desire lines to ensure easy, continuous access to local amenities like shops, schools, and open spaces.
- Route mapping should reflect real conditions, accounting for topography and obstacles such as busy roads or crossings.
- Pedestrian and cycle routes should be inclusive, accessible, and feel safe—both in terms of personal security and separation from traffic.
- Applicants should not hinder the future development of adjacent sites when planning routes and access points.

Access points

- The site should face outward, with multiple access points connecting to existing streets to integrate with the surroundings, depending on scale.
- Developments should provide multiple pedestrian and cycle access points with direct links to existing or planned amenities.

Public transport connections

Route layout and design will influence how people choose to travel.

- Parts of the borough have strong public transport networks, whilst others need improving. New developments should offer direct, appealing connections to these services, and support new services where feasible.
- The connectivity of a site depends on the walking distances to public transport, service reliability, route safety, and overall travel time. Developments should make public transport a convenient option to reduce car dependence.
- Where feasible, larger developments should include new public transport routes (e.g. bus services) through the site, ensuring all homes are within 400m of a bus stop and within a 15min walk of a neighbourhood centre. They should also consider car-sharing options like car clubs to reduce reliance on private vehicles, particularly in and near centres.
- For smaller or infill sites, applicants should identify the nearest public transport nodes (e.g. bus and rail stations) and provide direct walking and cycling connections to them. This could include on-site shortcuts, like a footpath to the high street, or off-site contributions to new or improved routes.
- All sites should include sustainable travel plans showing how walking, cycling, and public transport are seamlessly connected—for example, by providing secure cycle parking at transport interchanges.

Policy references

Proposals must demonstrate compliance with:

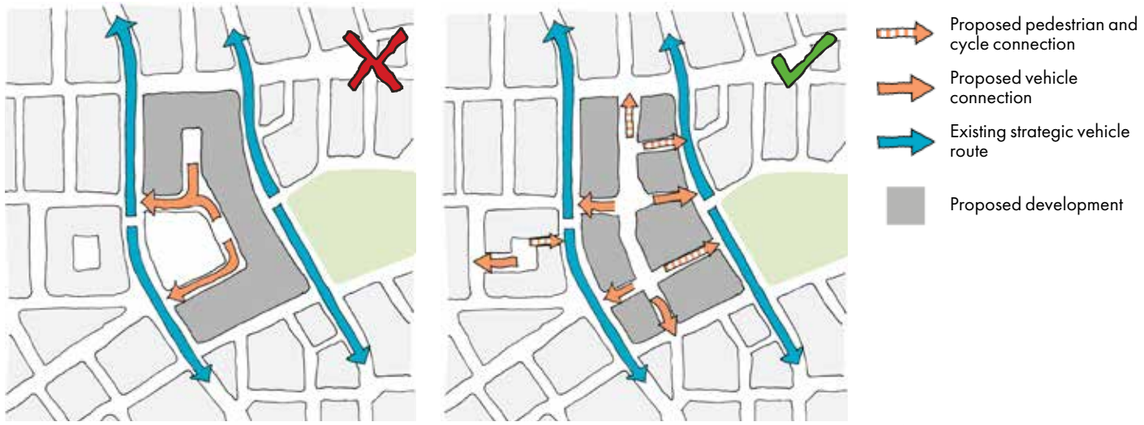
- Strategic Policy S11 (Transport Infrastructure)
- Strategic Policy S12 (Strategic footpath, cycleway and bridleway links)
- Policy DM1 (General criteria for new development)

Key requirements

Applicants should make reference to the:

- Hampshire County Council adopted Highways Technical Guidance
- Hampshire County Council Local Transport Plan 4

New developments should connect to existing networks and maximise permeability for walking, cycling and wheeling



Development blocks are too large, and block wider movement across the neighbourhood.

Development blocks are permeable and legible, and identify dedicated routes to nearby amenities (e.g. open space).

Northam Home Zone creates a pleasant environment for cyclists and pedestrians to use the street, Radcliffe Road, Southampton. (Image credit: Peter Facey (cc-by-sa/2.0)).

Pedestrian and cycle crossings along key desire lines, Hackney, London.

Pedestrian cut-throughs at Kelham Central, Sheffield (Urban Splash).

Cycle-priority infrastructure encourages cycling for commuting and recreation, as seen here in Lille, France.

4.2.2 Create a connected movement network that prioritises active travel and ensures safe use for all — pedestrians, cyclists, and vehicles alike

- Walking, cycling and wheeling should be the easiest and most attractive option, through the provision of direct and connected routes that enhance existing networks. Routes should be safe, well-lit, and surfaced appropriately for all users.
- Layouts should be simple, clear, and permeable (avoiding the use of very large blocks). Permeability needs to be balanced with the need for streets that are sufficiently well used and active (by pedestrians and cyclists) to ensure that they feel safe.
- Streets should connect at both ends to other streets or active travel routes. Modal filters (e.g. bollards, planters) can limit vehicle access while maintaining pedestrian and cycle movement.
- Cul-de-sacs should generally be avoided due to their inefficiency.
- Natural surveillance—routes should be overlooked by people and activity in adjacent buildings to enhance safety and legibility (see Principle 6.9.1).
- The accessibility of proposed routes for different users with different abilities —including access to plots and homes— should be planned from the outset. This includes footway widths, surface materials, crossing types and frequency, and level changes.
- Applicants should identify which roads will be adoptable during the design phase. For these streets, all street functions (e.g. parking, refuse collection etc.) should be integrated and developed in line with County Council guidance.

Integrated walking, cycling and wheeling prioritised in the street network

Eastleigh Quality Places SPD

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S11 (Transport Infrastructure)
- Strategic Policy S12 (Strategic footpath, cycleway and bridleway links)
- Policy DM1 (General criteria for new development)

Key requirements

- All designs must align with the standards in LTN 1/20 and Hampshire County Council's Local Transport Plan 4 (2024)
- Local Transport Plan 4 (2024) including the Road User Utility framework
- Highways Technical Guidance
- Healthy Streets Manual

4.2.3 Provide a clear hierarchy of streets, where each street has a distinct character and function

Street design strongly influences how people use and experience a place. The combination of road layout, built form, planting, open space, street furniture, and lighting helps define a route's role and encourages varied use.

For larger sites, applicants should identify the types of streets proposed, their functions, and the route hierarchy—from major roads to informal pedestrian paths —with a clear justification. This hierarchy should be expressed through the street's character, including dimensions, building scale, and landscape treatment.

On smaller or infill sites, a single street or integration with existing routes may be more appropriate.

A typical neighbourhood includes several street types, each serving a distinct role.

Primary and secondary streets should follow the latest Manual for Streets principles:

- **Primary Street** – Main arterial route with dedicated lanes for cyclists and public transport.
- **Secondary Street** – Key access roads into neighbourhoods, carrying local traffic and potentially serving neighbourhood mixed-use centres.
- **Local Street** – Quieter than secondary streets, designed to slow vehicle speeds, support shared use with cyclists, and provide space for street furniture and social interaction.
- **Tertiary Street** – Serving small clusters of homes with very low traffic speeds; often feature shared surfaces and may take the form of mews streets or lanes.

Existing street types in Eastleigh

Primary Street, with integrated cycle infrastructure, Eastleigh town centre.

Secondary Street, a key movement corridor with homes fronting onto it, in Stoneham Park.

Local Street, providing access to homes, designed to slow vehicles, in Stoneham Park.

Tertiary Street, a minor street used to access a cluster of homes, with shared surface, in Pembers Hill Park, Fair Oak.

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S11 (Transport Infrastructure)
- Strategic Policy S12 (Strategic footpath, cycleway and bridleway links)
- Policy DM1 (General criteria for new development)
- Policy DM13 (General development criteria - transport)

Key requirements

Applicants should make reference to the:

- Hampshire County Council adopted Highways Technical Guidance
- Hampshire County Council Local Transport Plan 4

4.3 Compact development

Compact development refers to an approach to development which increases density, provides a mix of uses and favours a pedestrian and cycle-friendly environments within an area, without necessarily building taller.

4.3.1 Deliver compact development solutions to meet housing needs while reflecting the scale and character of the surroundings

In Eastleigh, compact development refers to an approach to development which demonstrates prevalence of linked-housing types (e.g. terraces, townhouses etc.) and/or flats and duplexes, without necessarily going taller. Compact neighbourhoods will likely have a low proportion (< 20%) of detached and semi-detached homes.

Applicants are encouraged to use a range of house types in order to achieve compact development.

Compact developments that optimise densities offer many benefits, including:

- Supporting diverse lifestyles through a mix of housing types and densities.
- Creating sustainable communities near local facilities, boosting local businesses and services.
- Encouraging walking and cycling by reducing travel distances.
- Fostering vibrant, connected neighbourhoods with a strong sense of community.
- Helping define character, such as marking key gateways and creating a sense of enclosure.

To work out what scale and density is appropriate in a particular area, the following factors should be considered at the site analysis stage, as it is critical in defining what the desired character of a site will be.

- **Site location**: Is the site in a town centre, mixed-use area, urban or suburban setting? Proximity to public transport, shops, and services increases suitability for higher densities and supports compact development. For example, sites near train stations or town centres can support reduced parking provision and more efficient use of space.
- **Area capacity:** Consider whether the area can accommodate increased density, particularly in the strategic sites identified in the Local Plan Review.
- **Local character and context:** A detailed appraisal of the surrounding urban form, grain, scale, architectural style, and building quality is crucial. Sensitivities such as listed buildings, protected views, heritage assets, and conservation areas (and their setting) should also inform density and scale decisions.

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S1, (Delivering sustainable development)
- Strategic Policy S2 (Approach to new development)
- Strategic Policy S3 (Location of new housing)
- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

Compact development through housing types

Terraced family homes at Hanham Hall, Gloucestershire.

Contemporary terraces at Graylingwell, Chichester (Image Credit - Robert Huxford).

Contemporary terraces in a heritage context at Towcester, Northampton (Image Credit - Robert Huxford).

Stacked maisonettes at Chobham Manor, London.

Flats over garages at Hanham Hall, Gloucestershire.

Mews street at Graylingwell, Chichester

Blocks of flats reflecting the architecture and character of local family housing buildings at Marleigh Park, Cambridge

An apartment building marks the corner of a perimeter consisting primarily of terrace family housing in Waterbeach, Cambridge.

4.3.2 Demonstrate a high quality of design resolution addressing built form, amenity, privacy and parking

Designing compact development requires a creative approach to more traditional design elements. This includes:

- **Built form:** The layout of a block, its form, and combination of typologies are important considerations. The nature of the routes between and through these blocks will impact the appropriateness of separation distances, which help define the streets, and create a sense of street enclosure.
- **Amenity Space:** Developments that are optimising density often deliver private amenity space through a range of configurations including: private gardens, courtyards, balconies and roof terraces, and potential innovative shared spaces.
- **Privacy**: Back-to-back distances between housing may need to be reduced to enable compact forms of development. Rear windows and amenity spaces need to be carefully designed to avoid direct overlooking of habitable rooms and infringement of privacy.
- **Car parking:** Consolidated and flexible approaches to parking enable developments to be compact and support walking, cycling and wheeling as the primary modes of transport. Such approaches can be delivered through parking courts, public parking squares, barns and integrated parking with active uses/habitable spaces above. Parking standards can be reduced where development is in proximity to reliable public transport services and local amenities.
- **Storage**: Compact developments should still provide comfortable homes with sufficient storage to enable residents to live in homes over the long-term.

Applicants should demonstrate how these elements have been designed in relation to the development and its surrounding context, ensuring high architectural standards throughout.

Compact development considerations

Eastleigh Quality Places SPD

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM14 (Parking)
- Policy DM23 (Residential development in urban areas)

Key requirements

- Make reference to Parking Standards SPD

Roof terraces above garages overlook streets with parking at Lovedon Fields, King's Worthy.

Small rear gardens facing pedestrianised play street at Marmalade Lane, Cambridge.

Parking Courts as part of public realm by front entrances of adjacent development at Barton Farm, Winchester.

Access to smaller balconies and outdoor space from bedrooms to the front of homes, with smaller private gardens to the rear at Waterbeach, Cambridge.

4.4 Layout, built form and orientation

The structure and arrangement of the built form influences the look, feel and character of the buildings themselves, and the spaces in between them.

4.4.1 Reinforce local character through layout, orientation, and the scale of development blocks and buildings

The arrangement of buildings and spaces should vary to add character and respond to local context. This could include a tighter urban grain with buildings closer to the street in and around neighbourhood centres (town centres and neighbourhood centres), gradually transitioning to larger plots and setbacks toward the countryside edge.

New development should follow these key design principles:

- **Perimeter block typology** is typically preferred, enabling buildings to front onto streets for active frontages and passive surveillance, with private or communal space within the block. Apartment blocks and non-residential buildings should clearly identify their fronts and backs and concentrate the main entrance/s on the street frontage and sides. More private and service areas should be hidden from the street or their visual impact mitigated by good design, for example of car and cycle parking or a delivery zone, bin storage, etc.
- **Block size** should respond to the surrounding context and support walkability.
- **Open space, play areas, and planting** should be integrated from the outset (see Principles 4.6.2 and 4.6.3), using principles from the emerging 'Eastleigh Play Strategy'. Areas of land that do not have a clear function often called (SLOAP); 'space left over after planning' should be designed out at this stage. Buildings should front onto public open space, taking advantage of the views and the light it affords as well as providing passive surveillance over it.
- **Building scale, position, and form** should respect the setting in which they are built. Where development is interfacing with existing homes or buildings, it should respect the '25 degree rule' (see Principle 6.6.1). They should also align with each street's function, reinforcing its character. For example, primary streets may require taller buildings, a strong, continuous building line with a sufficient buffer from traffic and footfall.
- **Building lines and frontages** should follow a consistent approach within each street.
  - A regular rhythm—formed by alignment, continuity, and elevation treatment—helps define street character (e.g. terraced housing for urban settings, semi-detached homes for suburban).
  - An irregular rhythm of frontages with a variety of house types, set backs and gaps between buildings can be found in villages. In historic urban centres irregularity is created through continuous frontages made up of different houses types.
  - Variety across the wider development is encouraged, with different approaches tailored to distinct character areas or street type.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- DM33 (Provision of recreation and open space facilities with new development)

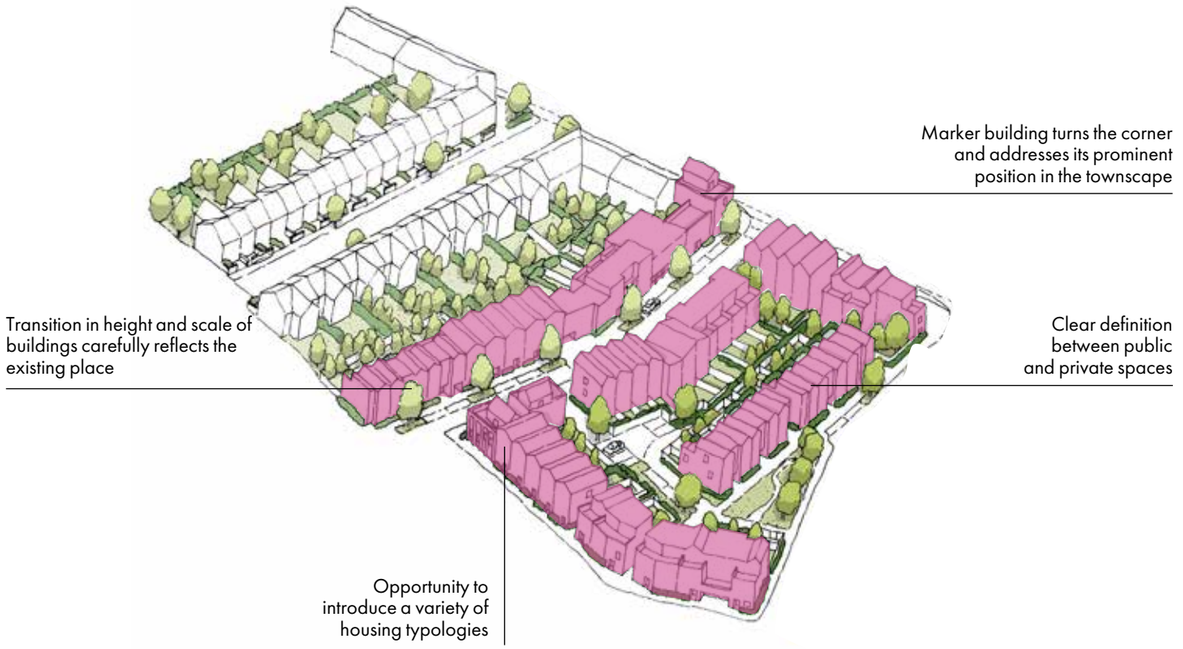
Key requirements

- Applicants should make reference to how the design response fits within the character approach taken (see Section 3) in the DAS
- Make reference to the emerging 'Eastleigh Play Strategy'

- **Orientation and layout** should optimise passive solar gain while limiting overheating. The longest façade of the building should be oriented within 30 degrees of due south, to benefit from passive solar gain.
- **Street enclosure ratios** should be clearly defined in relation to the surrounding context. They should vary depending on street type and function in larger schemes.

Variation of development plots and block layouts

Scale of new development carefully reflects the existing context



4.5 Legibility, landmarks and views

Strategically placed focal elements help establish a strong identity and a memorable sense of place. When used sparingly and designed thoughtfully, they can create meaningful spaces that foster community and belonging.

4.5.1 Use landmarks (buildings, features, spaces) to create memorable places and support wayfinding

Landmarks support legibility and orientation for people moving through a neighbourhood. They act as key features in the mental map of a place. They can be:

- Architecturally distinct buildings.
- Buildings with a significant presence on the street (e.g. due to their height or massing).
- Distinct public spaces.
- Key public/civic uses or public transport nodes (e.g. bus station).
- Located at significant junctions, corners or along movement corridors.
- At the culmination of prominent views from surrounding streets and routes.
- A gateway to developments with a clear presence on the street.
- Built features (mini-landmarks).
- Feature trees.

Justifying location of landmark

Developments should respond to the existing landmarks within a neighbourhood. Where new landmark buildings are proposed, planning applications should clearly demonstrate:

- The rationale for their inclusion and chosen location.
- How form, materials, and scale support their intended function.
- How design quality has been maximised.
- How the entrance is clearly marked through an architectural response.
- An assessment of their appropriateness, including potential impacts on:
  - Wider views.
  - Heritage assets.
  - Local character.
  - Micro-climate conditions.

Landmark buildings

Landmark buildings are architecturally distinct and stand out from their surroundings. Their prominence may come from:

- Unique built form or how they address the street.
- Distinctive materials or detailing.
- A visible and significant internal use (e.g. civic, cultural, or community functions).
- Unusual roof forms.
- Architectural expression or scale.
- They may also be taller than nearby buildings (see Principle 4.5.3), and/or be placed in an elevated position.

Views

- Development or masterplans should frame good views. Make best use of attractive views of buildings or open landscape by fronting onto them.
- When good views are combined with direct, legible routes that have good lighting and signage (to for example an existing church), this can significantly enhance the experience of these assets.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

Key requirements

- An assessment of the impacts of any landmark building

Creating and maintaining views to key local landmarks

Streets and blocks aligned to preserve and enhance a view towards a heritage asset.

The University of Winchester buildings provide institutional landmarks within the townscape of the city.

Building articulation helps mark this prominent corner, at Grover Close, Hemel Hempstead. (Image credit: Nick Kane).

A typical building painted in a distinct colour creates a local landmark in Finchingfield, Essex. (Image credit: Robert Huxford).

A distinct water feature in a public space acts as a landmark in City Park West, Chelmsford. (Image credit: Robert Huxford).

4.5.2 Carefully design corner plots to enhance their prominence in the streetscape

Corner plots—whether for individual homes, mixed-use buildings, or apartment blocks—require thoughtful design due to their visual prominence and dual street frontages. Standard house types are rarely appropriate in these locations.

Active frontages should be provided on all street-facing sides, including:

- Windows (ideally to habitable rooms) for passive surveillance.
- Residential entrances, front doors, or commercial frontages.
- Ground floor residential windows.
- Blank walls facing public spaces are not acceptable.

Design opportunities include:

- Increased height to emphasise the corner.
- Use of non-standard house types or standard types specifically designed to address the issues at corners.
- Architectural interest through varied form, building line, materials, or detailing.
- Alternative housing typologies, such as apartment blocks.

Architectural form and brick detailing mark these prominent corners in Goldsmith Street, Norwich (Mikhail Riches). (Image credit: David Edleston).

The corner plot here uses height and form for prominence, as seen as Lime Tree Square, Somerset, by Fielden Clegg Bradley. (Image credit: Tim Crocker).

This development in Waterbeach, Cambridge steps up in height and changes the materiality at the corner.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

4.5.3 Consider and demonstrate the visual, functional and environmental impact of tall buildings

A 'tall building' is defined as any building that is three storeys higher than the prevailing height in the surrounding neighbourhood. In Eastleigh town centre, a 'tall building' refers specifically to any development of six storeys or more. Tall buildings need to be designed to the highest architectural quality because of their prominence.

All proposals for tall buildings in the streetscape should clearly address:

- **Views and visual impact:** Building design should consider long-range, mid-range, and immediate views from surrounding streets. Key design principles include:
  - Form and proportions should support legibility and wayfinding within the wider context.
  - The top of the building should positively contribute to the existing and emerging skyline.
  - At street level, buildings should relate positively to the public realm, support a pedestrian scale, and enhance the character of the street.
- **Functional impact:** The internal and external design—including entrances, access routes, and ground floor uses—should prioritise the safety and wellbeing of all users. Buildings should be serviced, maintained, and managed to ensure long-term safety, quality, and functionality.
- **Environmental impact:** Wind, daylight, sunlight, noise, and temperature should be carefully assessed and managed to ensure a comfortable and sustainable environment.
- **Cumulative impacts.** The cumulative visual, functional, and environmental impacts of proposed, approved, and planned tall buildings should be assessed.
- Tall buildings should feature an **active ground floor,** achieved through mixed uses such as commercial units, communal spaces (e.g., cafés or co-working areas), or housing types with direct street access.

High quality design and resolution for taller elements at the International Rugby Experience, Limerick (Niall McLaughlin Architects). (Image credit: Nick Kane).

Active ground floors facing the street have a human scale, despite the taller buildings at Elephant Park, London.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy E4 (Urban Renaissance Quarter, Eastleigh)

Key requirements

- An assessment of the impacts of any tall building
- Consider the impact of the Southampton Airport Height Restriction Zone

4.6 Public Spaces and activity

Spaces between buildings are as important as the buildings themselves. Open spaces, networks, and routes should receive equal design focus and be considered from the concept stage, regardless of site size.

4.6.1 Create multifunctional public spaces and landscapes

The type and design of green infrastructure should be bespoke to each site. From the concept stage, design teams should identify the intended functions the green infrastructure network will deliver. These should include considerations of:

- Biodiversity and habitat value.
- Water management.
- Recreational use.
- Social value.
- Health and wellbeing of users.

Co-locating these functions creates richer environments for people and wildlife and achieves more efficient environmental outcomes. These include mitigating the effects of climate change by providing shade, managing water and conserving energy.

These spaces should be designed to reflect the context, and character of the surrounding area (or variety within a larger development). For example, in new local centres, public spaces with more 'urban' character will be more appropriate.

However, incompatible uses should be carefully managed. For instance, wildlife corridors may not be successful in well-lit, heavily populated areas, and attenuation basins that regularly hold water may not be appropriate for recreational use.

The proposed function and uses for public and open spaces should be made clear through the design and management of the spaces. This avoids the creation of 'Spaces Left Over After Planning' (SLOAP)—awkward, poorly landscaped areas with no clear purpose, ownership, or maintenance. These spaces are often underutilised, unattractive, and unsustainable, and should be designed out.

Management and maintenance

Every square metre of a site should have at least one defined purpose, with an identified owner responsible for its ongoing care.

The long-term success of open spaces and public realm depends on effective maintenance and management. A detailed management plan outlining how the hard and soft landscape elements will be managed and maintained, including the responsible body or organisation should be submitted with any application.

If adoption by the Council is proposed for an open or play space, this should be clearly stated and agreed as part of the application process. The Council only adopts open space which consists of a continuous area of at least 0.2ha. Proper provision for access for maintenance of landscape areas should be designed in.

Compound areas should not be located on land that is planned to be public open space, or play areas, unless areas which will be hard paved.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM3 (Adaptation to climate change)
- Policy DM6 (Sustainable surface water management and watercourse management)
- Policy DM11 (Nature conservation)
- Policy DM23 (Residential development in urban areas)
- Policy DM33 (Provision of recreation and open space facilities with new development)

Key requirements

- A management plan for public spaces, open spaces, play space and planting must be submitted with all planning applications
- Reference to the emerging 'Eastleigh Play Strategy'

Creating multifunctional green spaces and integrating green infrastructure

Planted swales create landscape features along the fronts of homes at Marleigh Park, Cambridge.

New public seating has been combined with biodiverse planting in this new public realm at Canada Water, London.

Planting and seating add to the heritage infrastructure to create a distinct, multi-functional space at the Folkestone Harbour Arm.

4.6.2 Create safe, accessible, inclusive, and attractive public open space for different user groups

Public open space plays a vital role in supporting recreational, social, and environmental wellbeing. It offers people — particularly those without access to generous private amenity space — a chance to engage with nature, relax, and connect with others.

To ensure these spaces are inclusive, functional, and enriching, they should:

- **Be professionally designed** by a qualified landscape architect.
- Include a variety of elements, such as both **formal and informal play areas, alongside ornamental, naturalistic and structural planting, to create** diverse recreational spaces — not just areas of grass.
- Be **delivered early** within new developments to support community life from the outset.
- Be **well overlooked** by surrounding homes to improve safety through passive surveillance.
- Receive **ample direct sunlight** and include shaded areas to ensure comfort and usability.
- Respond to local needs, considering a **wide range of user group**s and how they are likely to use the space.
- Enhance visual amenity and biodiversity through a rich palette of planting that creates varied and visually distinct spaces and habitats.
- Be **welcoming to existing communitie**s, with careful positioning and well-connected routes that foster inclusion.
- Support **inclusive access for all ages, genders, and abilities**. Spaces should feel safe and comfortable, with adequate lighting for evening use.
- Offer **food-growing opportunities,** such as community gardens, fruit trees, or allotments.
- Be highly accessible, with **safe, high-quality pedestrian and cycle routes** leading to and through them.
- Incorporate **public art** to help build local identity and reinforce the character of the place.
  - The most successful works are informed by site context and shaped by community engagement.
  - Public art should use durable materials, anticipate potential vandalism, and address safety concerns. Designs should also consider ease of maintenance and lighting to extend enjoyment into the night. Developers are encouraged to consult the Council's public art officer early in the process.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM11 (Nature conservation)
- Policy DM23 (Residential development in urban areas)
- Policy DM33 (Provision of recreation and open space facilities with new development)
- Policy DM34 (New and enhanced recreation and open space facilities)

Key requirements

- Refer to the Council's Public Art Strategy 2023-2028

4.6.3 Design play areas that are imaginative, safe, and welcoming for all users, including parents and supervisors

Play spaces should be provided at multiple scales—from doorstep and street-level play to parks, sports fields, and countryside access. Larger developments should integrate a variety of play facilities into open spaces, offering inclusive, engaging experiences for all ages and abilities.

Designs should respond to their setting, with different approaches for urban and rural areas. A mix of formal and informal elements—such as natural features (e.g. tree trunks, boulders) and durable materials —should be used for longevity and interest.

On larger development, play provision should include diverse forms of play across the development. Play facilities should be fully accessible and inclusive for all users, regardless of age, ability or gender.

Doorstep play should be overlooked by homes for safety and balanced with greenery, services, and parking. Home Zones are safe spaces where play can be integrated into the streetscape for children, encouraging play-on-the-way.

Play spaces should also include seating, and ideally, be located with nearby community uses like cafés or shelters to support parents and supervisors.

Play spaces should be designed in alignment with the principles established in the emerging Eastleigh Play Strategy.

A variety of play

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM33 (Provision of recreation and open space facilities with new development)

Key requirements

- Refer to 'Eastleigh Play Strategy'

4.7 Nature and biodiversity

Considerations to enable biodiversity and nature to thrive should be embedded from the start of the design process, providing habitats, movement corridors and access to food.

4.7.1 Address Biodiversity Net Gain across the scales of the neighbourhood, street and building

Developments should support wildlife to visit, inhabit and move through the site by meeting the statutory requirement to provide a minimum of 10% Biodiversity Net Gain (BNG). A BNG Plan using the Statutory Metric is required for qualifying developments, with efforts made to exceed the minimum.

Biodiversity can be enhanced at neighbourhood, street, and home levels. Multi-functional green and blue infrastructure—like wetlands and SuDS—should strengthen ecosystems and connect into existing networks. Wildlife corridors, both within and beyond the site, are key to species movement and long-term ecological health.

Planting should be diverse and habitat-supportive, avoiding monocultures like grass verges. Species selection should reflect local landscape character (as defined in Landscape Character Assessments) and include varieties that attract pollinators.

Homes and private amenity spaces should be wildlife-friendly, incorporating features like bat bricks, swift ledges, and bee bricks. Permeable boundaries—such as hedgerows or open-rail fencing—are preferred over solid walls or tall fences, or should include small ground-level gaps to create 'wildlife highways'.

Biodiverse green roofs and walls offer valuable habitats, especially in urban or compact spaces. Extensive green roofs using meadow grass or sedum require minimal maintenance and are cost-effective. All such features should have a long-term maintenance plan to ensure their continued value.

Swift boxes installed on the side of a house, at the correct height, Shorncliffe Heights, Folkestone.

Hedgehog corridor at the base of a fence panel. (Image credit: Neil Owen).

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S5 (New development in the countryside)
- Strategic policy S9 (Green infrastructure)
- Policy DM1 (General criteria for new development)
- Policy DM5 (Managing flood risk)
- Policy DM11 (Nature conservation)
- Policy DM34 (New and enhanced recreation and open space facilities)

4.7.2 Plan water management for a site at a strategic scale and integrate into existing networks

New developments should not increase local flood risk or worsen flooding on neighbouring sites, or worsen water quality. To manage surface water, Sustainable Drainage Systems (SuDS) should be integrated into proposals.

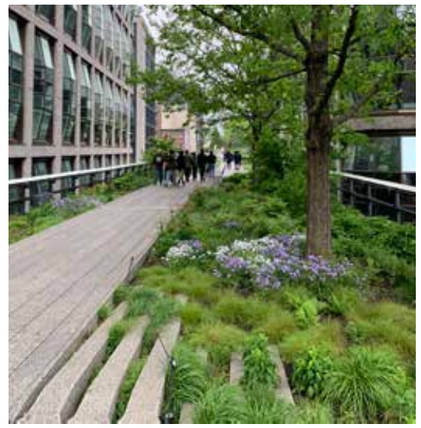
Water should be managed at the surface and on-site, avoiding complex underground systems and mimicking natural pathways. Infiltration at the source—using features like rain gardens and permeable paving—is preferred.

SuDS should:

- **Be visually appealing:** Designed as attractive, natural features with minimal railings.
- **Fit the context:** Scaled appropriately, from rain gardens on small sites to swales and wetlands on larger ones.
- **Serve multiple functions:** Enhance biodiversity, provide recreation, and support walking and cycling in open spaces.
- **Be well-connected:** Integrate with the wider water management network, and contribute to the blue green infrastructure network.
- **Be sustainable:** Use natural drainage methods and reduce water use, e.g., through rainwater harvesting.
- **Be durable:** Include long-term maintenance and monitoring plans to ensure continued performance.

Large rain gardens and swales between housing at Marleigh Park, Cambridge (Pollard Thomas Edwards). (Image credit: Tom Bright).

Rain gardens introduced along busy, main roads as part of the Grey to Green Project, Sheffield.



Permeable and planted paving at the Highline, New York City.

Policy references

Proposals must demonstrate compliance with:

- Policy DM3 (Adaptation to climate change)
- Policy DM5 (Managing flood risk)
- Policy DM6 (Sustainable surface water management and watercourse management)
- Policy DM7 (Flood defences, land reclamation and coast protection)

Key requirements

Applications should make reference to:

- Guidance issued by the Lead Local Flood Authority (LLFA), and liaise with the LLFA as a statutory consultee where applicable
- The CIRIA SuDS Manual and the four pillars for further guidance
- National standards for sustainable drainage systems (SuDS) July 2025

5 Streets and spaces

Stoneham Park, Eastleigh

5 Streets and spaces

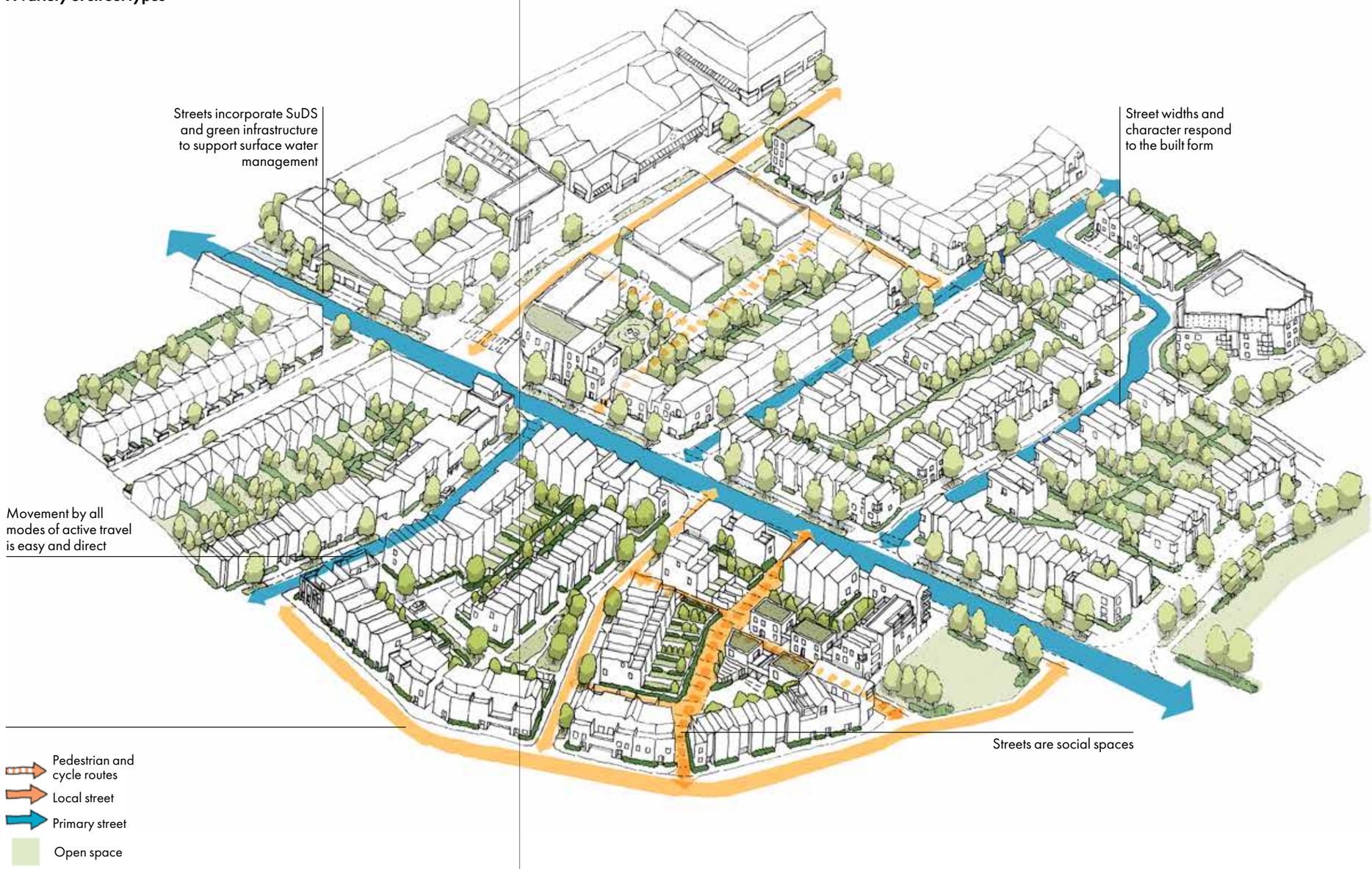
Streets and spaces—the public realm between buildings—should be designed as places for people to move, interact, play, and gather, rather than solely as routes for vehicles.

Proposals for streets should reflect their role in the movement hierarchy, as defined under Principle 4.2.3, and aim to be multifunctional, serving both community and environmental needs.

Well-designed streets contribute to vibrant neighbourhoods, fostering social interaction and supporting biodiversity through integrated vegetation.

The principles in this section apply to both new and existing streets. Where highways works are proposed, they present opportunities to enhance the public realm—through street trees, furniture and SuDS—aligned with wider Council objectives. This approach should be applied across all street types and scales to help create cohesive, successful neighbourhoods.

A variety of street types



5.1 Green and blue streets

Street greening should reflect a street's role in the movement hierarchy and its intended character. This could range from mature trees and rain gardens on primary streets to planters within private amenity spaces in residential areas. All streets should incorporate multifunctional drainage solutions that include planting and enhance biodiversity.

5.1.1 Integrate soft landscape and drainage in the design of all streets

The planting and landscape strategy for a street should reflect its role within the street hierarchy and its function. For example, street trees at regular intervals may help define the character and function of a wider primary street. The strategy should also show how planting supports surface water management. The 'Trees and Development SPD' lists the street trees required at different levels of the movement hierarchy.

To support greening and sustainable drainage, streets should:

- Use species and styles suited to the local context—whether rural or urban.
- Select planting that reinforces a street's character and function, enhancing aesthetics, sensory experience, and usability.
- Include a clear maintenance and management plan to ensure long-term success.
- Prioritise street trees on primary routes.
- Use planted islands in carriageways to support biodiversity, calm traffic, and accommodate parking.
- Plant trees to provide natural shade, improving comfort and supporting wildlife.
- Orientate streets and buildings to capture views of open spaces and the countryside.
- Position trees at safe distances from buildings and roads to avoid future removal. Ensure suitable root volumes for trees based on the species and ultimate size to enable them to survive and thrive at maturity. This may require the use of tree trenches, structural soils or other engineered solutions and needs to integrate with the SuDS (see below).
- Use planting to define public and private boundaries, with hedges or railings and adjacent planting to create defensible space.
- Incorporate Sustainable Drainage on streets (see Principle 4.7.2):
  - Rain gardens and nature-based solutions integrated into planted islands.
  - Swales alongside primary routes.
  - Permeable paving for on-street parking spaces.
  - Planted verges with wildflower meadow.
- Ensure early coordination of underground services. Locate services within defined margins—typically beneath footways or in shared surfaces—freeing up more street space for structural planting and trees.
- Conserve and reuse existing topsoil. Neither topsoil or subsoil should be compacted within garden footprints and public open space, except where hard paving is laid. Soil left compacted after construction in these areas should be replaced with uncompacted soil to British Standards.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S9 (Green infrastructure)
- Policy DM1 (General criteria for new development)
- Policy DM3 (Adaptation to climate change)
- Policy DM5 (Managing flood risk)
- Policy DM6 (Sustainable surface water management and watercourse management)
- Policy DM11 (Nature conservation)
- Policy DM34 (New and enhanced recreation and open space facilities)

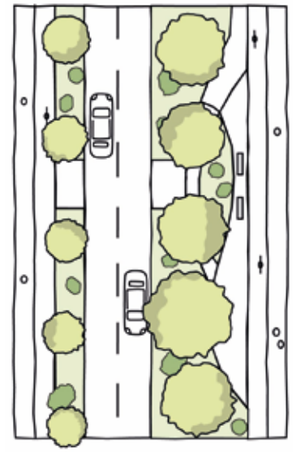
Key requirements

- The submission of a planting and landscape strategy
- Reference Manual for Streets (section 11.5 provides guidance for locating underground services in streets)
- Trees and Development SPD

Integrating green infrastructure into streets

Low level planting and smaller trees at Stoneham Park.

Street trees and low-level planting on local streets in Northstowe, Cambridge.



Street sections should include planted islands, where parking can be integrated where needed.

5.2 Walking, talking, meeting, and wheeling

Streets are essential public spaces that should be safe, welcoming and accessible to all. Well-designed streets support active travel — like walking and cycling — through green, attractive environments, controlled traffic speeds, and thoughtful layouts. This supports inclusive mobility for families, older adults and those with limited mobility, while also making everyday trips to schools, shops, and other local destinations easier and more convenient.

5.2.1 Design streets and active travel routes that feel safe, inclusive and convenient to use

Streets should prioritise active travel by making walking, cycling, and wheelchair use the most convenient and appealing mode of transport.

- Road design should prioritise the movement of people walking, wheeling and cycling over vehicles. The design of secondary, local, or tertiary streets, should reflect the volume of traffic of all modes.
- Pedestrian crossings should be safely located and accessible for all users, providing at-grade movement which is on the desire line to provide the most direct and convenient route.
- Vehicle speeds should be limited to 20mph on local streets to improve safety.
- Street planting enhances visual appeal, separates pedestrians from traffic, boosts biodiversity, and supports urban cooling and shading.
- Cycle routes should be connected, continuous, and safely cross busy roads via dedicated crossings or priority lanes. Routes should use appropriate surfacing and avoid complex junctions, hazards, or frequent vehicle crossovers.
- Recreational cycling should be supported through connections to the National Cycle Network, LCWIP network, bridleways, and off-road tracks, expanding cycling options beyond functional journeys.
- Continuous and level footways and cycle lanes should be maintained across driveways and minor junctions where local and tertiary streets meet busier roads.
- Segregated cycle lanes should be used on primary streets and high streets.

In this play street on the King's Crescent Estate in London, a traffic-free space has been activated with planting, seat furniture and imaginative play features.

Eastleigh Quality Places SPD

Policy references

Proposals must demonstrate compliance with:

- Strategic Policy S12 (Strategic footpath, cycleway and bridleway links)
- Policy DM1 (General criteria for new development)

Key requirements

- Make reference Manual for Streets
- Designed in accordance with the Healthy Streets principles
- Hampshire County Council adopted Highways Technical Guidance
- Hampshire County Council Local Transport Plan 4

5.2.2 Streets and spaces made for meeting, playing and relaxing

Where streets open out into public spaces (such as a square or parklet), proposals should:

- Carefully curate the relationship with the built form - which should frame the space, create active edges, and provide natural surveillance. Special attention should be paid to the enclosure of the space to balance overlooking, with creating comfortable spaces that feel safe, light and inviting.
- Provide a variety of formal and informal seating options, including benches, mounds, and tiered seating.
- Create space for activity and conviviality e.g. fountains and play.
- Include planting (see the guidance set out under principle 4.6.1), and use this alongside street furniture and design to reduce vehicle speeds.
- Use durable high-quality materials relevant to the character and context of the area. For key urban public squares, paving materials used should have colouration/pigment that will not fade with age.

A street with residential entrances, landscaped buffers, footpaths and cycle paths, along with play features in Brabazon, outside Bristol.

This public space provides spill out space for cafés and restaurants, public seating, and a programmable event space at Deptford Market Yard, London.

A multifunctional public space accommodating play, seating and cycle routes in Elephant and Castle, London.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)

5.3 Integrating vehicles

Parking standards are detailed in the Council's Parking Standards SPD (2025) and should serve as the baseline for provision. However, parking design and integration vary by context. In some cases, reduced parking below these standards may be accepted or encouraged, depending on location and conditions.

5.3.1 Implement a place-led approach to integrating safe and functional car parking

A place-led approach to parking should prioritise new developments as places for people to enjoy and lead a high-quality life. The Council aims to promote sustainable travel and active lifestyles, increasing journeys by public transport and cycling. However, private car use is sometimes necessary in less accessible areas, and parking should be thoughtfully designed from the start, without dominating the development.

While adopted parking standards guide the quantum, parking should:

- Be part of an integrated design approach.
- Preserve the development's quality and character.
- Not dominate the streetscape.
- Be innovative, flexible, and tailored to building types, locations, and area character. Compact developments especially need creative parking options beyond traditional door-front or on-plot parking.
- Never hinder pedestrians, cyclists, public transport, or users with mobility needs. Poorly designed parking can cause avoidable neighbour conflicts.
- Be overlooked and well connected to improve safety through passive surveillance. Whether in the public realm or in parking courtyards, careful consideration of the functions of the space and people's safety are key to their design and implementation.
- Be delivered through a suitable mix of types - such as on-plot spaces, on-street parking, or shared arrangements like car barns, undercroft, or parking courts- and presented as a cohesive Parking Strategy accompanying applications.

Sensitively integrating and consolidating parking benefits residents and visitors by creating more usable space for people — such as green areas, growing spaces, and safe play areas for children—enhancing the overall neighbourhood experience.

Compact developments should be designed in a way that integrates parking (and bin storage) so as not to reduce dwelling numbers or degrade the quality of the remaining ground level areas.

The Council promotes higher-density development in sustainable locations, and parking solutions should suit these typologies. Communal and unallocated parking offer flexibility, and should be encouraged in the right locations.

In Eastleigh Town Centre, local centres and other mixed use centres, car-free development is encouraged.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S11 (Transport infrastructure)
- Policy DM1 (General criteria for new development)
- Policy DM13 (General development criteria - transport)
- Policy DM14 (Parking)

Key requirements

- Submit a Parking Strategy
- Make reference to the Council's Parking Standards SPD
- Make reference to Manual for Streets
- Hampshire County Council adopted Highways Technical Guidance
- Hampshire County Council Local Transport Plan 4

Flexible parking that can be repurposed in the future

Initial proposals demonstrating shared parking.

Potential for future adaptation of shared parking to green open space and play area.

The following parking design principles apply to all parking types:

- Car parking standards should be relaxed in highly accessible locations, close to public transport, local services etc..
- The preferred layout should be to locate only one car within the dwelling curtilage or up to two cars where they are located in a tandem arrangement. Additional parking can be provided as part of the public realm; in shared parking squares; parking courts or barns.
- Design parking flexibly, so the land they occupy can be easily re-used in the future if parking demand decreases, for example as public open space or more housing.
- Design parking to also provide a drainage function, for example by using permeable paving.
- Where spaces are provided outside of the dwelling curtilage, they should be within 100m of residences.
- Co-locate parking with car clubs or e-bike schemes.
- Use shrub planting to screen and soften parking.
- Ensure spaces are overlooked by homes to improve safety.
- Use surface materials to delineate spaces, avoiding a 'highways-dominated' approach with black bitumen and white lines.
- Parking should be secure, discreet, and easily accessible.
- No more than five parking spaces should be provided in a row without planting, for example a street tree. This helps break up the visual appearance of parking, provides natural shading, and increases opportunities for pedestrians to cross the road safely.
- Locate parking spaces and driveways away from street corners, or within prominent viewing corridors.
- Streets should be wide enough to accommodate inset parking (recessed into the footway), and allow safe passage of all vehicles, including refuse vehicles and emergency services.
- Streets should use planting strips, rain gardens and sustainable drainage systems (SuDS), and street furniture, to prevent vehicles parking on verges.
- Provide space for EV charging points that can be integrated into streets. This can be achieved through the use of charging bollards or lamp columns, which are efficient and reduce the visual dominance of these services.
- Provide designated spaces for car clubs in line with standards, in locations that are easily accessed by residents.
- Designate accessible car club parking spaces per standards.
- Parking types should reflect site conditions and be justified in submission documents (e.g. DAS).

How to deliver different parking arrangements

Flexible, shared and consolidated parking

In the town centre and mixed-use centres where higher-density development is proposed, consolidating parking into a single designated area may be appropriate. This reduces on-street parking, centralises vehicle trips, and enhances safety and streetscape quality. Where used, such parking areas should:

- Ensure spaces are overlooked by homes to improve safety whether they are integrated into the public realm or located at the rear of homes.
- Rear courtyards should be used as a last resort and all other parking solutions should be explored first.
- Be well lit and safe to use at all times of the day and night.
- Be directly overlooked by at least two ground floor homes or active uses.
- Use planting and avoid the use of close boarded fencing.
- Have appropriate maintenance and management arrangements in place.
- Provide EV charging points.
- Incorporate solar PV on car barn roofs for commercial or mixed-use developments.

Car barns or multi-storey car parks

Where consolidated parking is provided through car barns or multi-storey car parks, it should:

- Face active ground-floor uses and entrances.
- Reflect the architectural character and standard of adjacent development.

Undercroft parking

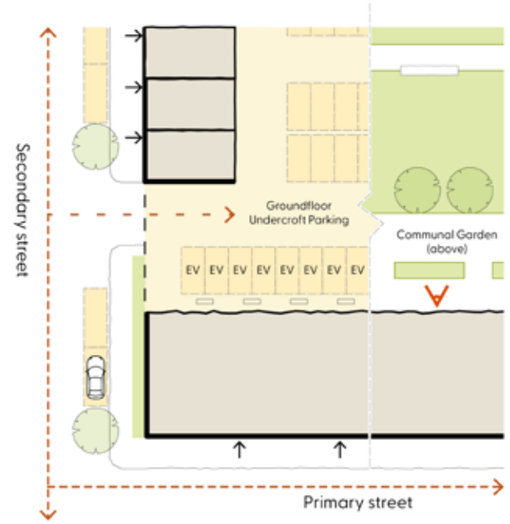
In higher-density developments, parking may be integrated at ground floor level with residential above. In addition to the principles above, undercroft parking should:

- Be hidden from primary elevations and screened by active ground-floor uses.
- Feel safe, be well-lit, accessible to all, and have clear pedestrian routes with overlooked entrances.
- The area above parking should be utilised for accommodation or landscaped communal or private amenity space.
- In some scenarios, Flats over Garage (FOG) (see p.50 for definition) housing typologies may be suitable, as they can be used to integrate parking into new developments without compromising street quality or housing density. FOGs are self-contained flats built over ground-floor garages, and can be successfully used as part of a mixed typology development. They should position entrances and windows carefully to maintain active street frontages, and facilitate natural surveillance over the parking.

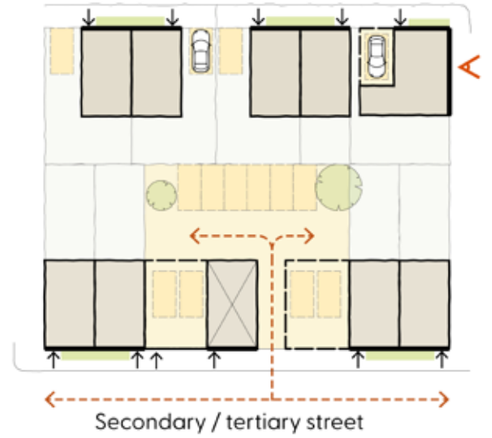
Parking courts

Where parking courts provide surface parking, they should:

- Integrate good landscape treatment and soft planting to reduce the visual dominance of vehicles and hardstanding.
- Be integrated into the wider public realm and designed to be attractive spaces. They should serve another function other than servicing and parking, for example pedestrian connections.
- Where parking areas are provided at the rear they should contain secondary entrances, routes through, and be overlooked by habitable rooms.
- Should be located within 100m of homes that they are serving.



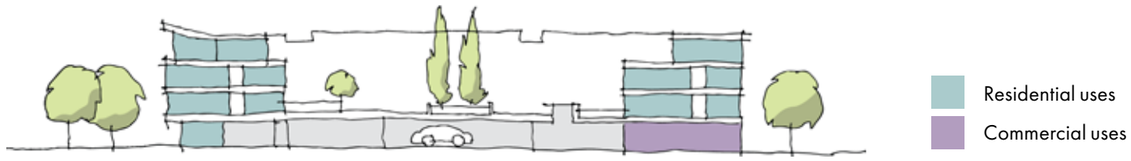
Undercroft parking here is integrated into the ground floor of the development, with active ground floor uses at the perimeter. These spaces should be well-lit and feel safe.



In this parking court, ground floor residential entrances activate the street edge. The rear court is then directly overlooked by first floor homes and the rear of the opposite homes. There is also a direct pedestrian route through to communal gardens.

Undercroft parking with shared amenity above at Marleigh Park, Cambridge.

Parking courts as part of the public realm and landscape at the front of homes at Horsted Park, Kent. (Image Credit - Robert Huxford)



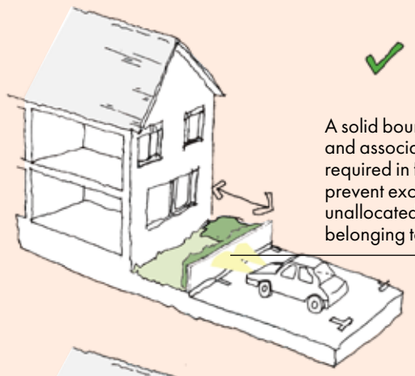
Undercroft parking is successful where ground floor uses activate the edges, and where quality amenity space is created above (in a podium in this instance).

On-street parking

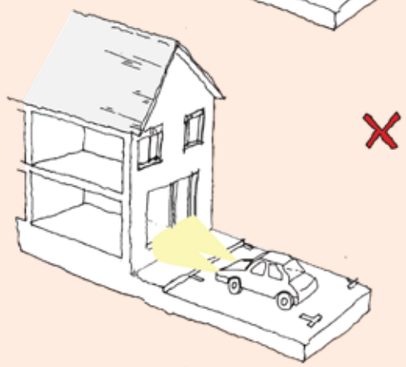
Unallocated on-street parking maximises efficiency but is space-intensive and should be carefully integrated to support the street's primary function. When well-designed, inset parking can enhance street activity, calm traffic, and reduce vehicle crossovers. In such cases:

- Angled bays may be used.
- Parking should be broken up with planting.

Reducing the impact of parked vehicles on ground floor homes



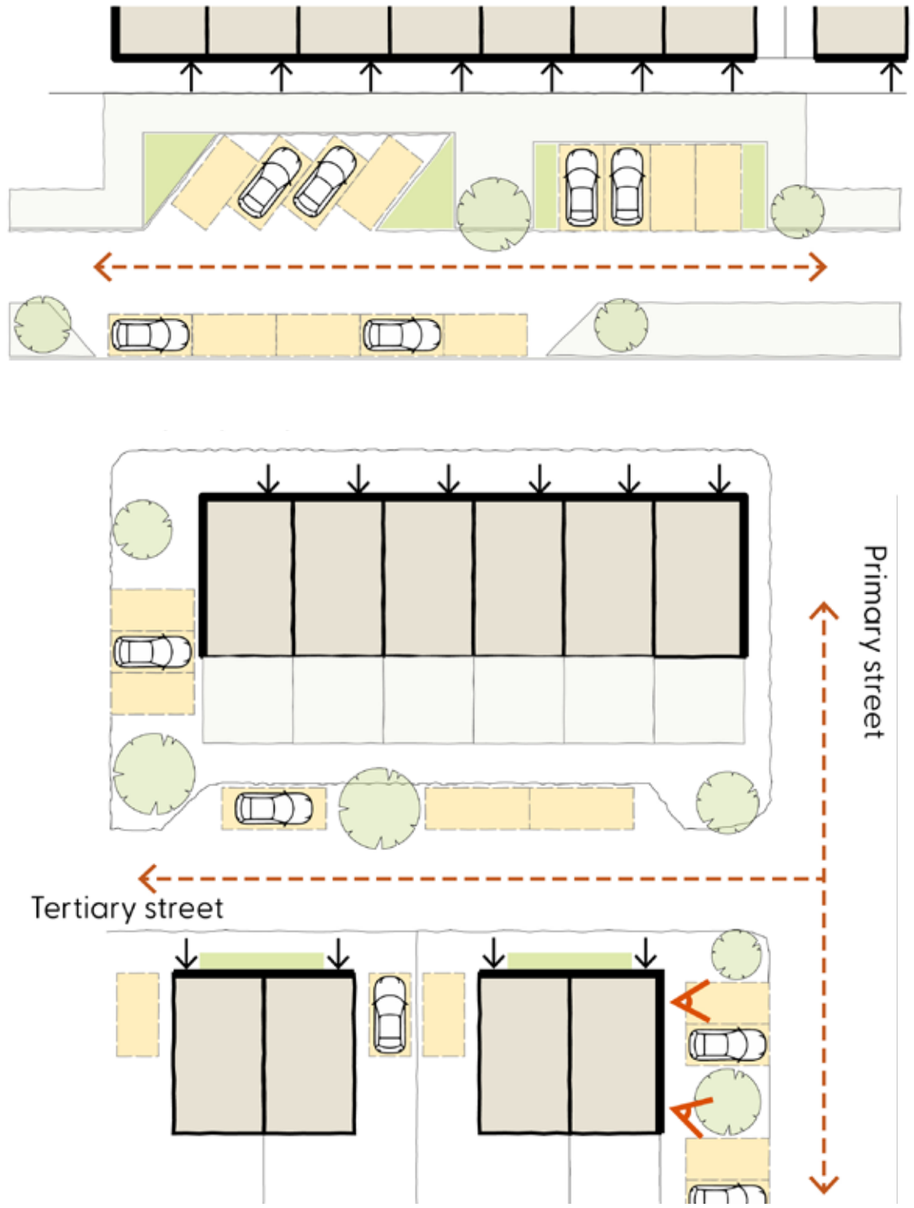
A solid boundary, set back, and associated planting is required in front of houses to prevent excessive glare from unallocated parking or cars belonging to other households.



Unallocated parking in front of homes separated with planting and walls at Lovedon Fields, King's Worthy.

This on-street parking is marked by a surface material change in Barton Park, Oxford.

Unallocated parking separated by planting on a shared space street in Harlow, Essex



Illustrative examples of how successful on-street parking can be delivered. It is important that on-street parking is overlooked by active frontages and/or residential entrances on at least one side. In this case, planting is also used to reduce the visibility of parking at the prominent corners.

On-plot parking

Where required, parking spaces can be provided within the curtilage of the dwelling. In this scenario, parking:

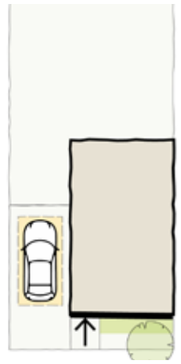
- Spaces should be provided with direct access from the street. Where crossovers can be shared this is encouraged.
- Should use planting to reduce the visual impact of parked cars.
- Should complement servicing and access arrangements, for example refuse storage.
- Should be accommodated between homes, partially or fully behind the building line (the line of the front of the building, illustrated on the diagrams below).
- Should not provide more than two spaces laterally next to each other, between homes (see diagram far right on p.44).

Car-ports

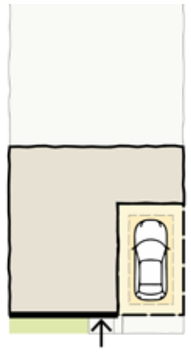
Car ports can be appropriate in certain locations, and offer the most secure form of private car accommodation. Where this is the case, car ports:

- Are best accommodated in wider fronted buildings at least 6m in width and at least 2 storeys.
- Should be open to the street with grilles if they are to be counted towards parking requirements.
- Should utilise the space above for living accommodation and natural surveillance.
- Should be provided behind the building line.
- Integral car ports should be wide enough to be take out a bike while a car is parked within it (minimum width between 3.9 and 4.05m depending on the bike parking arrangements).
- Should not create blank frontages of more than 5m in length that face onto the public realm.

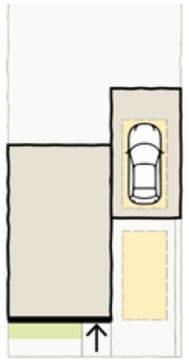
Integrating parking types on-plot



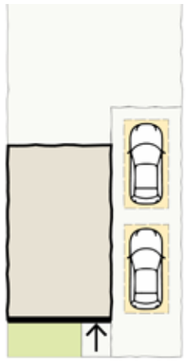
Curtilage parking with planting at boundary.



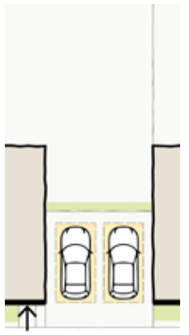
Integral car port, with accommodation above.



Car port and on-plot space are facilitated behind the building line.



Tandem parking situated behind the building line.



No more than two lateral spaces should be provided between two homes.

Car port integrated into terraces at Brabazon, Gloucestershire.

On-plot parking is tucked behind the building line to reduce its visual impact on the street, Fair Oak, Eastleigh.

Car ports are carefully integrated between homes on-plot, in Barton Park, Oxford.

Driveways are shielded from the view of the street through the configuration of buildings at Lovedon Fields, King's Worthy

5.4 Cycle parking

Eastleigh borough's strong cycle network supports commuting, short trips, and leisure travel. Expanding routes, infrastructure, and secure parking is key to making cycling a practical, attractive, and enjoyable transport choice.

5.4.1 Provide secure, accessible and well-overlooked cycle parking

The adopted standards define minimum cycle parking requirements for various uses, along with acceptable design and layout criteria.

Providing secure, convenient and easily accessible storage for cycles and other outdoor items (including adapted cycles, cargo bikes, buggies, mobility aids, etc.) is fundamental to making cycling a feasible option for both commuting and leisure.

This can be designed either within the building envelope or externally within secure communal and/or individual storage shelters.

Guidance for both long-stay (e.g. resident) and short-stay (e.g. visitor) cycle parking is included within LTN 1/20.

- Where external communal cycle storage is provided for houses, this should be shared by no more than 8 dwellings and be no more than 50m from building entrances.
- In communal cycle storage provision (e.g. for flats or houses), additional space of minimum 2.5 x 2.5m should be allocated for the storage of non-standard and all ability cycles (e.g. cargo bikes, tricycles and tandems) and other outdoor items (e.g. buggies, mobility aids, etc.).
- 'Short stay' visitor cycle parking should be located in visually prominent locations (e.g. corners, by entrances, near crossings points, etc..) at regular 50m intervals on average.

For houses and individual flats:

- Where cycle storage is provided within the building envelope or as a separate shelter (e.g. within the front garden), door access should be minimum 0.9m wide, and the space should be minimum 2m deep (or wide, depending on the orientation) - unless provided within a garage.

Overlooked secure cycle parking in a courtyard, Canada Water, London.

Sculptural cycle parking stands as part of the public realm at Marleigh Park, Cambridge.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S11 (Transport infrastructure)
- Strategic policy S12 (Strategic footpath, cycleway and bridleway links)
- Policy DM13 (General development criteria - transport)

Key requirements

- Make reference to LTN 1/20
- Make reference to Parking Standards SPD

5.5 Refuse and servicing

Just as parking benefits from early, integrated design, refuse storage and servicing should also be planned from the outset. When well-designed, these elements are discreet, seamless, and unobtrusive.

5.5.1 Provide discreet, accessible and function refuse storage and servicing

Household waste should be stored neatly and securely in a location in close proximity to homes, that is easily accessible. The design and integration should reflect the typology and use of the building:

- Storage containers should meet Council standards for waste, recycling, and food waste.
- Bins should avoid cluttering public spaces, favouring integration into private gardens or shared apartment storage.
- Waste areas, indoors or outdoors, should enhance street appearance, be secure, well-lit, ventilated, accessible, and close to residences.
- Developments should also provide suitable delivery and drop-off routes.
- Collection routes should avoid reversing (e.g. cul-de-sacs and turning heads).

Where required, substations should be sensitively integrated into development with a positive design response. Substations should not be sited at street corners or within prominent views.

Applicants should refer to Appendix A for Waste and Recycling Storage Requirements for Residential Accommodation.

Waste storage can be positively designed into the curtilage of homes, Hertfordshire.

Communal refuse storage is secure, accessible (for residents and waste operatives), and provides appropriate space for general waste, recycling and bulk items, as seen in Putney, London.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S11 (Transport infrastructure)
- Policy DM1 (General criteria for new development)

Key requirements

The Design and Access Statement should include site plans and sections showing:

- Location, capacity, and dimensions of all waste and recycling storage
- Design and materials of stand-alone storage, including ground gradient, ramps, and signage per Council template
- A construction management plan detailing temporary road measures for safe refuse collection and site traffic movement
- Management and maintenance plans for communal bin stores
- Applicants must use the information set out in Appendix A to deliver appropriate refuse storage arrangements

6 Buildings and homes

Temple Gardens, Bristol. (Image credit: Archio).

6 Buildings and homes

The Council expect development sites that are located in proximity to local services, amenities and public transport connections to be able to accommodate higher densities.

Higher density(but not high-density) housing can be delivered through compact forms of development and innovative housing types that provide attractive, liveable and sustainable homes for a wide range of residents. It is important, particularly where compact forms of development are being delivered, to ensure a high quality of design and standard of living.

It is important in this section that applicants consider relevant Building Regulations, alongside current and forthcoming standards (such as the Future Homes Standard).

6.1 High quality homes

The quality and liveability of homes should remain a priority, particularly as the character and density of new developments evolves. Developments should prioritise the longevity and sustainability of new homes, ensuring that all new developments can support different households to live their lives comfortably over their lifetime.

6.1.1 Maintain a high standard of quality and liveability in all homes, regardless of type and size

The quality of buildings should support a high-quality living environment and vibrant centres. Successful developments that deliver optimised densities balance:

- Comfortable, safe homes.
- Adequate privacy and ownership of spaces.
- Access to high-quality external amenity areas for recreation and socialising.

Flats/apartments should offer comparable quality of life and space as traditional homes. Developments should ensure homes meet residents' needs and feel safe and comfortable. When privacy and accessibility are prioritised, closer living can foster social interaction and community. Apartment layouts should carefully consider block orientation, communal entrances, and access for both ground and upper floor homes.

Clear fronts and backs

- Main entrances should be concentrated on main street frontages, activating these areas with ground-floor uses or residential access.
- Private or service areas, like parking and bin storage, should be concealed or visually softened through good design.
- This is often delivered through perimeter block layouts.

A clear distinction between the fronts and back of buildings at Lovedon Fields, King's Worthy.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy DM30 (Internal space standards for new residential development)

Access to homes and circulation space

- Gallery/Deck access can create bright, social entrances and improve ventilation and dual-aspect homes, ideal for linear blocks or stacked maisonettes.
  - Galleries/Decks should serve 6–8 homes to maintain privacy.
  - Buffers between public and private spaces should be carefully designed, especially where habitable rooms face galleries.
  - Fenestration should balance daylight and privacy.
- Long stretches of internal corridors or access routes should be avoided.
- Communal lobbies should be proportionate to resident numbers and be prominently located near entrances.
- All circulation spaces should be well-lit and feel safe, with natural daylight and natural ventilation.
- Services and utilities should be easily accessible for maintenance to minimise resident disruption.

Generous circulation space is punctuated with patterning to mark the entrances to these flats in Park Hill, Sheffield.

The entrance to this block of apartments is well-lit, clearly defined through a setback, and provides mail boxes for each home at Marleigh Park, Cambridge..

Ground floor homes (and corners)

- Homes (including flats on the ground floor) should have front doors opening directly onto the street.
- Living and other habitable rooms overlooking public spaces offer good passive surveillance.
  - Floor to ceiling windows are unsuitable at ground floor and facing public spaces, as they don't protect the privacy of residents.
- Kitchens located at the ground floor, facing the street or public spaces, can better balance the privacy of users and the passive surveillance of streets than living rooms or bedrooms.
- Planted defensible space, like front gardens, should separate dwellings from the street.

Upper floor homes

- Access arrangements (shared core or gallery) and practical needs like refuse storage should be carefully planned to encourage interaction between neighbours while maintaining privacy and separation from the street.
- Outlook and overlooking—from private spaces and balconies—should balance privacy with maximising attractive views, especially of green areas.
- Lifts should be installed to access upper levels, where needed. This is especially important where specialised housing is serving people with specific needs e.g. the elderly.

Planting provides a buffer at the entrances to homes, with an additional level of privacy created by raising the ground floor level from the footpath at Brabazon, Gloucestershire.

Bold, playful front entrances provide a sense of personalisation, Paintworks, Bristol.

Orientation and clustering of homes

- Apartment blocks should balance the efficiency of layouts with providing usable amenity spaces.
- Shared cores should aim to serve no more than eight flats per floor. Fewer flats per floor better enable circulation spaces that are not centred around a corridor and can encourage neighbourly interaction.
- Where this isn't possible in higher density schemes, applicants should show that the design avoids long internal corridors, prioritises the delivery of dual-aspect homes, and uses a building form and footprint that supports compact development while respecting the area's character.
- Designs should optimise dwelling orientation for daylight, sunlight, shading and micro-climate, with dual aspect units encouraged.

Tenure blind

- Affordable housing should be distributed in small clusters of no more than 10-15 dwellings throughout the site and not placed in less desirable areas to promote inclusive, integrated communities.
- Designs should be tenure-blind, ensuring all buildings and spaces (including affordable and social) are equal in quality, with equal access to services, amenities, infrastructure, and open spaces.
- All entrances, regardless of tenure, should be of equally high quality and location.

A change in tenure should not mean a change in build quality, as seen in these new social rent homes in Putney, London.

6.2 Internal layout

We spend much of our lives indoors, where design affects health and well-being. Well-planned, adaptable homes support daily activities and comfort, while poor layouts can cause stress and harm mental health—for example, lacking quiet spaces can hinder a child's focus and learning.

6.2.1 Demonstrate adaptability, liveability and comfort

All new homes must meet Nationally Described Space Standards (NDSS), with floor areas based on bedrooms, bed spaces, and storeys. Applicants should submit a schedule detailing internal floor areas.

Homes should have functional, well-proportioned bedrooms and living spaces with adequate sunlight, daylight, and privacy. Apartment layouts should show furniture placement to demonstrate usability, such as to demonstrate how a dining table, sofa or storage can be used and accessed. The size of living spaces should be proportionate to the number of bed spaces.

Homes should provide space for:

- Furniture and equipment.
- Opening doors and windows.
- Circulation.
- Daily activities e.g.. washing, dressing, cooking, eating, playing etc.
- Clean storage, e.g.. linens, vacuum cleaner.
- Working from home.

Optimising space includes using underutilised areas (e.g., landings for study, storage in recesses) and flexible design elements like sliding screens to adapt spaces for different uses.

Where specialised housing is provided, extra attention should be paid to the liveability and comfort of internal spaces. For example, care homes - where residents spend much of their time indoors - should be more sensitive to the setting and quality of accommodation.

Homes have enough space to comfortably work from home.

Living spaces are proportionate to the number of inhabitants.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy DM30 (Internal space standards for new residential development)

Key requirements

- Make reference to NDSS

6.2.2 Enable residents to adapt homes to changing needs over different stages of life

Homes should adapt to residents' changing needs—growing families, ageing, or health challenges. Flexible layouts should allow easy modifications for long-term comfort and usability.

- Multi-generational living can be supported by adding self-contained units with separate entrances, enabling independence for relatives while staying nearby and offering potential rental opportunities.
- Because household members often do different activities simultaneously, effective sound insulation and thoughtful design are essential for comfort.
- Spaces for study, relaxation, and quiet are as important as those for cooking, play, and entertainment.
- Layouts should be shown furnished and illustrate how the maximum number of occupants can engage in multiple activities simultaneously without crowding.
- Well-designed open-plan layouts combine kitchen, dining, and living areas, allowing multiple activities simultaneously without crowding. Spacious, well-lit designs also promote natural social interaction.
- The design of homes should enable future modification and extension. This should include, for example, the placement of roof trusses so that future extension into the roof space is a viable option for residents. This becomes even more important in the context of compact development, where smaller garden sizes limit the opportunity for rear extensions.

Accessible design is key—everyone should be able to safely and easily access all parts of their home.

- The Council requires homes to meet higher accessibility standards. These are outlined in Policy DM29 of the Local Plan.
- Applicants should detail how these are provided across a site. M4(2) regulations set the baseline for accessible, adaptable homes that can be upgraded to M4(3) wheelchair standards.
- Key features include accessible routes, adaptable bathrooms/kitchens, and easy access to quality outdoor spaces, enhancing well-being for residents with limited mobility.
- In order to deliver compact development and higher densities it is accepted that some house or flat types will be better able than others to meet the higher accessibility standards. There will be times when it will be appropriate to design homes with stairs to the front door and no lift access.
  - For example, a proportion of Flats Over Garages (FOGs) and appropriately designed walk-up flats can make successful contributions to mixed and balanced development when delivered to meet the 'M4(1) visitable dwellings standard'. In general these homes will be accepted where one flight of stairs is used to access an upper floor home(s), and in some cases two flights of stairs may be appropriate when combined with suitable storage at ground level for bikes, buggies and deliveries.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy DM29 (Dwellings with higher access standards)

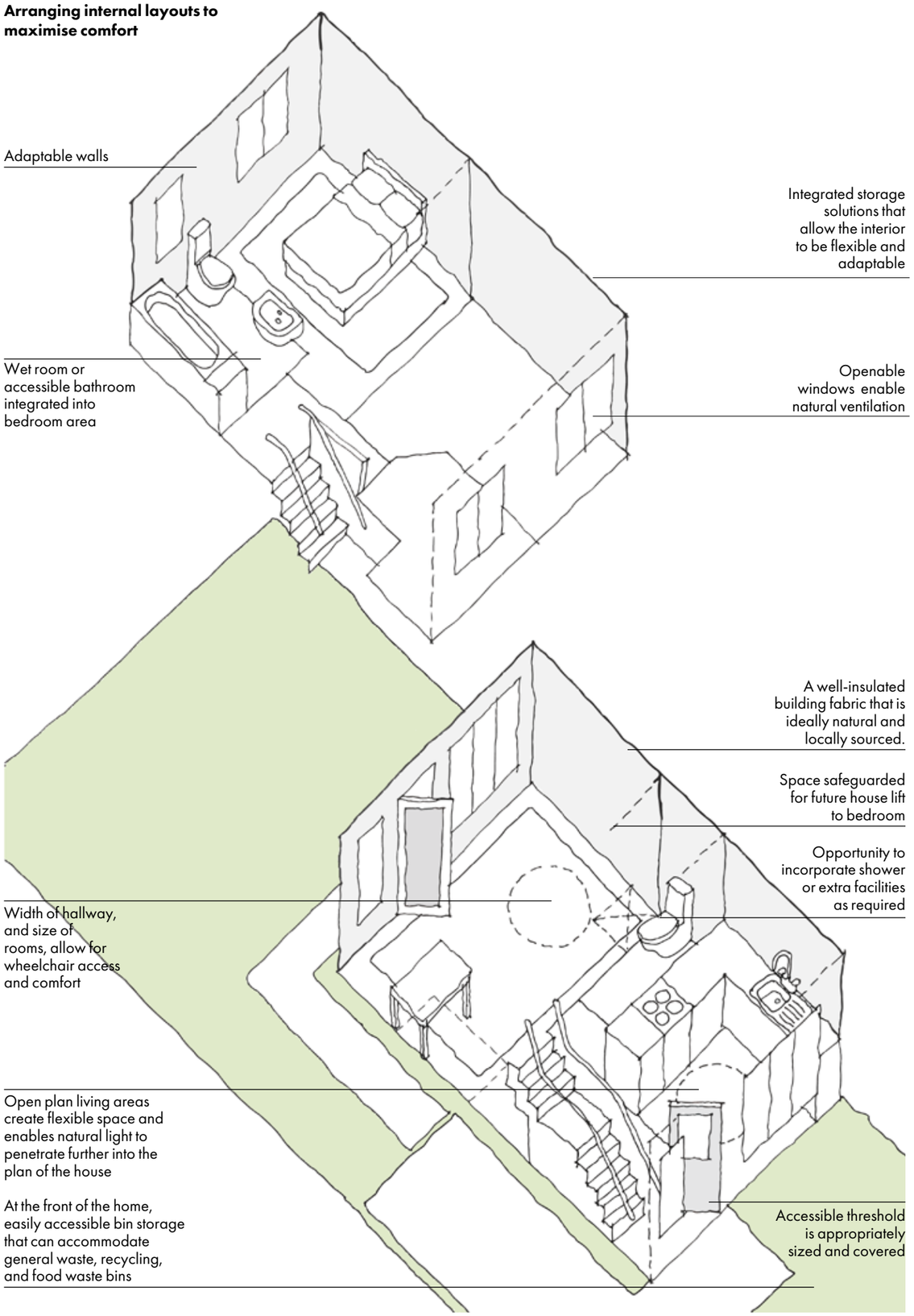
Key requirements

- Make reference to Building Regulations

Definitions

- **Walk-up flat** - a self-contained residential unit in a multi-storey building that does not have a lift and is accessed via internal or external stairs
- **Flats over garages (FOGs)** - A flat over garage is a self-contained residential unit located above a garage, with a separate entrance, often used to increase housing density on an existing residential plot

Arranging internal layouts to maximise comfort



6.2.3 Provide well-sized and well-located storage space

Storage is especially important in apartments and higher-density developments, where homes often lack features like lofts or garden sheds found in single-family houses.

Storage spaces must be designed in line with the NDSS. Internal and external storage should be functional and easily accessible for daily use.

Design should proactively integrate storage into the home layout.

- Built-in wardrobes and creative solutions—like using space under stairs—are encouraged.
- Storage should make efficient use of otherwise leftover or underused space as well as the full height of rooms, without intruding on circulation or functional spaces (e.g. in front of appliances).
- Circulation areas should include space near the entrance for coats, boots, prams, etc., without passing through habitable rooms.

Storage and utility space is integrated into the layout.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy DM30 (Internal space standards for new residential development)

6.3 Light, ventilation and acoustics

Natural light and ventilation are vital for healthy homes. Well-lit spaces feel inviting, support well-being, and reduce the need for artificial lighting. Applicants should follow BRE Guidelines to ensure homes meet required daylight and ventilation standards.

6.3.1 Maximise natural daylight and sunlight

The amount and quality of natural light depend on window size and placement, room shape and depth, internal surface colours, and surrounding structures.

Dual aspect homes

- Dual aspect homes should be the starting point for all new developments.
- Single-aspect homes—especially those facing north or west, exposed to noise, or with three or more bedrooms—should be avoided.
  - Where unavoidable, applicants should demonstrate how they will ensure adequate ventilation, natural light, shading for summer months, and privacy in all habitable rooms.

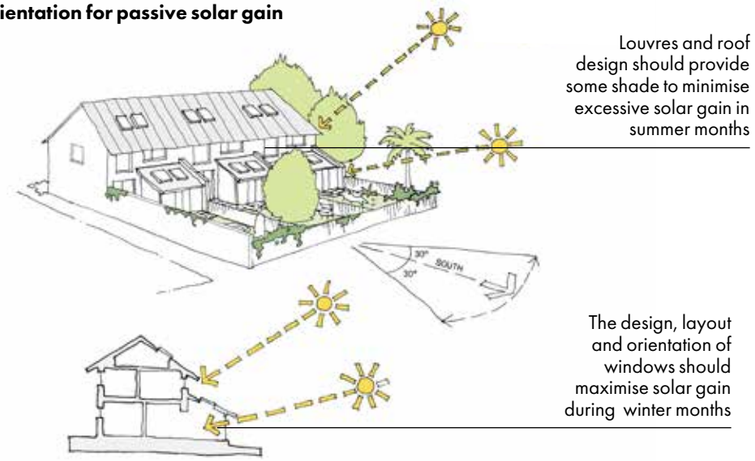
Floor to ceiling heights

- A minimum floor-to-ceiling height of 2.3m for at least 75% of the GIA. should be provided to create a sense of spaciousness and allow adequate daylight into rooms.

Balancing light and overheating

- Daylight and sunlight levels should be balanced with the need to prevent overheating, using design measures like building orientation and effective shading.
- Glazing in all habitable rooms should comply with Building Regulations and address daylight and shading issues.
- Every home should receive direct sunlight in at least one communal living space for part of the day.
- Windows should be strategically placed and sized to maximise natural light while limiting solar heat gain.
- Design should consider surrounding buildings, planting and trees, and shading to balance winter warmth with summer cooling.
- If concerns arise over light levels or overheating, applicants may need to provide supporting evidence, such as an overheating assessment.

Orientation for passive solar gain



Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2, Environmentally sustainable development
- Policy DM23 (Residential development in urban areas)

Key requirements

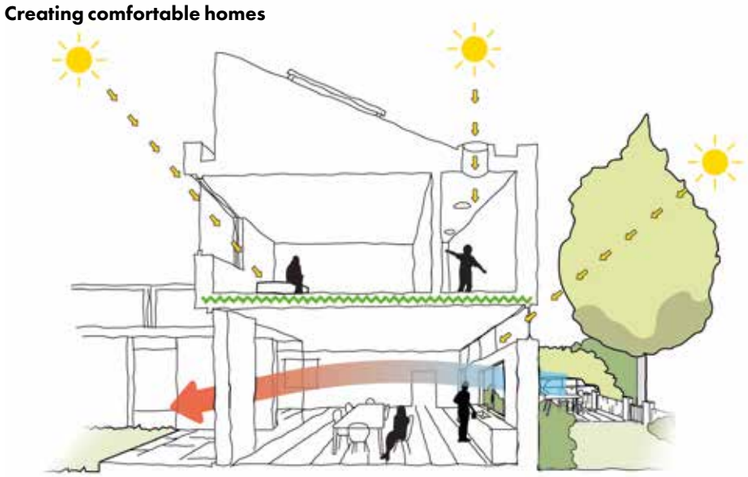
- Make reference to BRE Guidelines

6.3.2 Manage ventilation and acoustics to maintain a comfortable indoor environment

The internal layout and window placement greatly affect home comfort. Effective natural ventilation and temperature control reduce reliance on costly mechanical systems like air conditioning. Proper ventilation improves air quality and prevents dampness and mould, creating a healthier, more comfortable living environment.

- Healthy homes start with secure, openable windows in all habitable rooms.
- Window placement should enable cross or stack ventilation throughout the home, which is more effective in dual aspect designs.
- Mechanical ventilation systems like MVHR or PIV should complement—not replace—secure, openable windows and natural ventilation.
- Applicants should assess noise and air pollution sources. Noise disturbance, from inside or outside, can cause stress, disrupt sleep, and harm neighbour relations. When necessary, habitable rooms should be positioned away from noise sources.
- Home layouts should consider room relationships within and between homes. Noisy spaces like kitchens, dining, and living rooms should be separated from bedrooms to ensure quiet for study and sleep.
- Sensitive rooms near noise sources (e.g. plant or busy roads) should include mitigation, such as acoustic ventilation, to ensure occupant comfort.

Creating comfortable homes



This dual aspect home allows for cross-stack ventilation, to keep homes cool during summer months. The positioning of windows is also important, and in this case, light tubes are installed on the upper floor, and defensible space at the front helps to balance privacy and natural surveillance of the street.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2, Environmentally sustainable development
- Policy DM8 (Pollution)
- Policy DM23 (Residential development in urban areas)

6.4 Privacy and safety

Feeling safe and comfortable in a home is an intrinsic part of its enjoyment.

6.4.1 Ensure an appropriate degree of privacy for all internal and external spaces

Residents' privacy should be balanced with the need for passive surveillance. Poorly addressed privacy often leads to closed blinds and inactive frontages, reducing passive surveillance.

Development layout

- New developments should respect the amenity of existing and new residents.
  - Particular attention should be paid to how new development interfaces with the existing context, for example in infill development (see Principle 6.9.1).
  - Typically, privacy between homes is maintained through allowing a sufficient minimum distance between the backs of homes. While this is a useful approach, it does not always enable compact development (see Principles 4.3.1 and 6.1.1).
- Applicants should demonstrate how they have considered different approaches to maintain privacy while delivering compact development.
- Overlooking can be an issue on sloped sites, but this can be mitigated through careful consideration of orientation, room layout, and using existing landscape features.
- Privacy can also be maintained by arranging private and communal amenity spaces back-to-back (e.g. in a perimeter block).

Design of homes

- The way in which developments maintain privacy will depend on the orientation of the building, house type, character, density, internal configuration, the design of windows etc.
- Houses should ensure reasonable privacy for occupants in habitable rooms fronting streets.
- Privacy should be considered in the context of the use of a room. For example, avoiding wall-to-ceiling windows where they directly face streets, public spaces or communal spaces provides greater privacy for users.
- A greater and more stringent level of privacy is required for rooms with more sensitive uses, such as bedrooms, living rooms and bathrooms.
- Applicants should consider a range of design solutions to create and maintain privacy between developments, including:
  - angled or oriel windows;
  - offset/staggered façades;
  - obscured glazing or high sills for certain windows;
  - screens (solid, or planted); and
  - careful layout of circulation spaces.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2 Environmentally sustainable development
- Policy DM23 (Residential development in urban areas)

Definitions

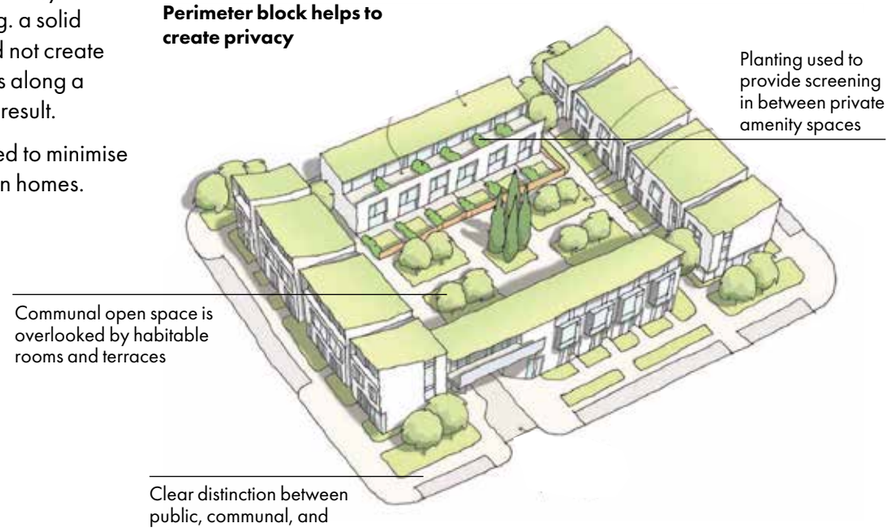
- **Habitable Room** - a room used for dwelling purposes, but does not include kitchens, bathrooms, utility rooms or cellars
- **Overlooking** - when applied positively in design, this provides natural surveillance and a sense of safety (particularly in amenity spaces). Where overlooking is an issue is where it results in a loss of privacy resulting from direct visual intrusion into private spaces caused by the position, height, or orientation of new development

Private amenity spaces

- Private amenity spaces should also offer an adequate level of privacy for outdoor use.
- Private amenity should have direct access from the home that it is serving. It should not be excessively overlooked or accessed from publicly accessible spaces or streets.
- Where private amenity abuts communal or shared open spaces within a development, boundary treatments should be soft and provide visual connections between the two spaces.
- Where it is not possible to avoid a direct interface between private amenity and publicly accessible spaces, developments should provide a boundary treatment that creates separation and provides privacy for private amenity space - e.g. a solid wall. Developments should not create continuous blank frontages along a street or public space as a result.
- Balconies should be located to minimise direct overlooking between homes.

Inset balconies provide protected amenity space for residents at the Knight's Quarter, Winchester.

Perimeter block helps to create privacy



6.5 Outdoor amenity space

Access to amenity space supports mental and physical wellbeing. Developments should include amenity space or enhance existing spaces or nearby public areas. Homes should generally have private outdoor amenity space—such as a garden, terrace, or balcony—with communal areas provided.

6.5.1 Ensure the provision of private amenity that is directly accessible and is proportionate to the size of the home and household

All homes should be provided with high quality private and/or communal outdoor amenity space.

Amenity space should be provided:

- Firstly, as private open space specific to the dwelling.
- In the rare case that developments are unable to deliver private amenity for some homes, either provide communal space shared with other homes in the same development, or have demonstrate access (from the front door, without crossing a main road) to a high-quality public space.
- Narrow strips of land, areas subject to excessive shade and noise attenuation bunds cannot contribute to the quantum of private/communal amenity space'.

This should be discussed and agreed with officers during pre-application discussions.

As a guide for older people's homes, provide a minimum of 25 sq.m of amenity space per dwelling which can be waived if the flatted development is directly adjacent to a usable recreation space or within an area of very good local facilities, such as a town centre. The area separately provided for private amenity space (balconies, roof terraces, ground floor flat gardens etc.) can be counted as part of this provision.

Private outdoor amenity

As a minimum, private outdoor amenity should:

- Be directly and physically accessible, for all physical abilities, from the dwelling it serves.
- At least 50% of the space should receive direct sunlight for a minimum of 2 hours on 21 March (Spring Equinox), in line with BRE guidelines.
- Include planting (or the option for residents to introduce planting) and natural shading features that contribute to urban greening.
- Feel comfortable and private.
- All private amenity spaces should demonstrate that they are large enough to accommodate activity and outdoor furniture for more than one person.
- Where amenity is introduced directly on the ground, neither topsoil or subsoil should be compacted within garden footprints, except where hard paving is laid. Soil left compacted after construction in these areas should be replaced with uncompacted soil to British Standards.
- For houses, the minimum private amenity space of at least 60% of the total floor space will be expected. This minimum may be reduced in urban areas when the dwelling is either within 100m (by safe and convenient route) of a public open space, or demonstrated to meet the criteria for compact development.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2, Environmentally sustainable development
- Policy DM23 (Residential development in urban areas)

Key requirements

- Make reference to BRE Guidelines

Creative private amenity solutions

Balconies, roof terraces and courtyards

Balconies, courtyards and roof terraces may be delivered in wholly new developments. Balconies, in particular, will not be acceptable as additions to existing dwellings. Balconies, courtyards and roof terraces should:

- Avoid north-facing aspects.
- Be usable and comfortably accommodate at least two people sitting at a table.
- Have a minimum depth of 1.5m.
- Ensure privacy and a sense of enclosure, especially for balconies and terraces, by using positioning and screening to reduce loss of privacy. Inset balconies or solid balustrades are often successful approaches.
- Balustrade design should prioritise the privacy of users, ensuring that balconies get used and to avoid the need for additional screening. This should help prevent occupiers needing to put up their own forms of screening, which can harm the design integrity of the building.
- Roof areas for amenity space should not be double counted where they serve other functions like water storage or green roofs for biodiversity value.

These enclosed roof terraces provide comfortable amenity space for residents to use as growing spaces or relaxing. They also provide natural surveillance for the communal amenity space below, in Accordia, Cambridge. (Image credit: Tim Crocker for Feilden Clegg Bradley Studios).

Even small private amenity spaces, when well designed, planted and maintained, can provide excellent space for socialising, growing, and playing. Marmalade Lane, Cambridge.

6.5.2 Provide access to high quality communal amenity space

High-quality communal amenity space can enhance both resident well-being and the building's local context. This should be provided, especially where private amenity space is constrained, or non-standard housing is provided. For example, innovative approaches to communal amenity space will be needed where there are specific local conditions, such as north facing elevations, or older persons living etc.

Innovative and creative solutions will be encouraged, and should be considered as part of a holistic approach to balancing space for homes, private amenity space, high quality public amenity space, habitat for wildlife, and integrating vehicles.

A central courtyard is planted with wildflowers in this communal amenity space for residents in Utrecht, Netherlands.

Shared amenity space for planting and growing is well overlooked by adjacent homes in Accordia, Cambridge. (Image credit: Tim Crocker for Feilden Clegg Bradley Studios).

This communal amenity space is framed by homes on both sides, and is well planted and maintained, in this example from Sonnet Court, Eastleigh.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2, Environmentally sustainable development
- Policy DM23 (Residential development in urban areas)
- Policy DM33 (Provision of recreation and open space facilities with new development)

Communal amenity space should:

- Reflect local conditions, the character approach, and policy requirements - including play provision.
- Reflects the nature and needs of the residents its serves. For example, in its design and configuration, well-designed space for older persons accommodation will differ to space for Houses in Multiple Occupation (HMOs).
- Carefully consider the boundaries and threshold spaces between ground floor flats, their private amenity space, and communal areas (in line with Principles 6.4.1, 6.5.1 and 6.5.2).
- Be convenient to use and equally accessible to all residents of the building or development.
- Be accessible only to residents of the building and clearly distinguished and/or separated from the public realm.
- Be enclosed by high quality boundary treatments that do not undermine the quality of adjoining apartments, streets and spaces.
- Be overlooked by the residential developments they cater to.
- Be landscape designed with interesting planting, hard surfacing and places for sitting, playing and socialising. Consider incorporating communal planting areas for food growing.
- Not unduly affect the privacy of residents' internal accommodation.
- Not be bisected by vehicular routes to parking areas.
- Have a good microclimate and:
  - benefit from direct sunshine for at least 2 hours of the day;
  - have shaded areas to prevent overheating; and
  - mitigate the impacts of busy roads, wind, noise and pollution.
- Have robust management and maintenance plans in place.

Communal amenity space is framed and overlooked by nearby homes. Planting and hedges create natural boundary treatments which enhance privacy, at Brick House, Port Loop, Birmingham. (Image credit: Howells/Greg Holmes).

6.6 Extensions

It is important that homes meet the needs of occupants throughout their lifetime. This may mean that more space is needed , but where alterations and improvements to existing buildings are proposed, it is important to protect the amenity of neighbours. This section should be read in conjunction with the rest of the document, but provides specific guidance for householder applications.

6.6.1 Ensure that extensions and adaptations to homes and buildings are sensitive and respectful to neighbouring properties

Scale and form

- Generally, only modest front extensions, which are in keeping with the character of the existing house will be supported, e.g. garage and porch extensions.
- Extensions should sit well within the street, and avoid disrupting rhythm or uniformity. The context is important, and designs should look at neighbouring buildings to understand for example: appropriate distances; building lines; boundary treatments; spacing; and window alignment.
- The scale of extensions should be clearly subordinate to the main dwelling.
- Semi-detached houses are built as matching pairs, so side extensions should be set back to maintain visual balance. The setback depth and extension width depend on the house design and proposal details.
- Two storey extensions to corner properties will need to take into account the visual impact (see Principle 4.5.2) and the relationship with other buildings.
- Rear extensions typically have minimal impact on a property, its neighbours, or the surrounding area. For semi-detached and terraced houses, it's important to respect existing extension patterns (for example traditional rear 'outriggers' are successful), and avoid a continuous built line that erodes spacing/openness.

Façade and materials

- The positioning and proportion of windows should respond to the existing building.
- Materials should generally match or complement the existing building. However, design innovation and contemporary additions can be successful where it would not harm the overall character of the street or building.

Roof extensions

- Roof shape changes require careful consideration. For semi-detached homes or streets with uniform roofs, departure from established patterns are generally unacceptable.
- Roof pitch, eaves height, and ridges should respond to the existing context.
- Dormers should remain subordinate to the dwelling, and complement the house's proportions, size, position, and detailing, align with existing windows. Multiple small dormers often work better than one large one.

Privacy, outlook and daylight and sunlight

- All extensions should comply with the '25 and 45 degree' guidelines to minimise the impact on neighbouring amenity.
- Windows in side elevations often cause privacy issues. Applicants should demonstrate that the potential impact on neighbouring properties can be appropriately managed and mitigated through for example angled windows, obscured glazing or staggered façades.
- The '25 degree' rule is generally applied to test the impact of adjacent development on existing homes with regard to loss of daylight from overshadowing.
  - A line is drawn at 25°from the nearest window of a habitable room on the ground floor of a neighbouring property.
  - If the proposed development is entirely below this 25°line, the existing property is likely to consider to receive adequate daylight.
- The '45 degree' rule is generally applied to check whether proposed adjacent extensions are likely to block too much daylight and sunlight to existing homes.
  - The test can be undertaken in both plan view (horizontal test) or elevation (vertical test).
  - A line is drawn at 45°from the middle of the nearest window of a habitable room on the ground floor of a neighbouring property.
  - If the proposed extension extends beyond this 45°line it may cause unacceptable loss of daylight and sunlight to neighbouring properties.

Policy references

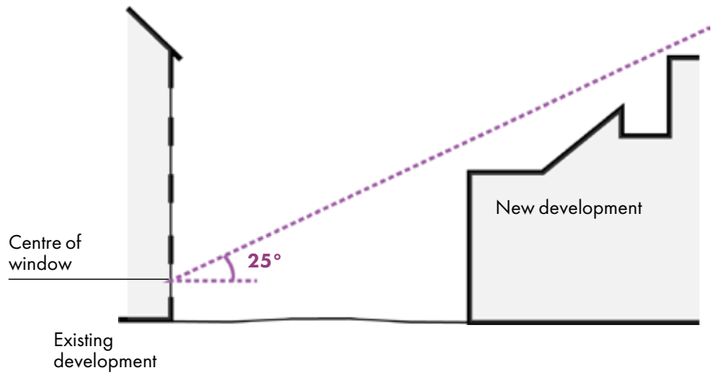
Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)
- Policy DM26 (Residential extensions and replacement dwellings in the countryside)
- Policy DM30 (Internal space standards for new residential development)

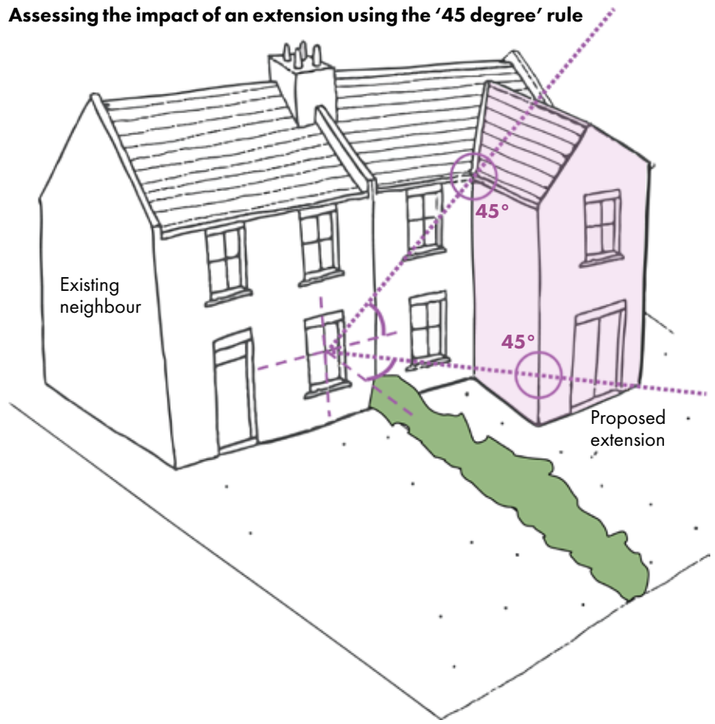
Key requirements

- Where further clarity is needed consult the latest edition of the BRE report Site Layout Planning for Daylight and Sunlight – a Guide to Good Practice

Assessing the impact of new development using the '25 degree' rule



Assessing the impact of an extension using the '45 degree' rule



6.7 Elevations and roof forms

Elevations and roof forms should be high-quality and appropriately reflect the chosen character approach and surrounding context.

6.7.1 Balance proportions of windows and façades to reflect the surrounding context

A building's proportions are defined by the position and relative size of its elements as seen from outside. Well-considered proportions create a balanced form and façade that suits the context, sometimes through symmetry.

- A building's proportions should respond not only to its own form but also to the site and setting—whether natural features like topography and trees or surrounding buildings.
- Key elements influencing façade proportions include windows, entrances, roof forms, and detailing. Their arrangement should reflect the building's significance and its role within the townscape.
  - Windows are often the most prominent elements of a building's elevation. Their size and shape should respond to their street-facing position and any boundary treatments.
- Elevation design and architectural response should reflect existing architectural elements, either integrating them to conserve character or using them as inspiration to evolve or enhance it, depending on the intended character approach.
- The character assessment should be consulted to understand traditional and successful building forms and distinctive design styles.
  - For example, Eastleigh town centre features Victorian and Edwardian vernacular linked to railway-era expansion, while suburban and postwar growth introduced mock-Tudor styles and low-rise estates. Rural and suburban areas may include historic cores with timber-framed buildings and materials like flint.
- Service equipment (e.g. utility boxes, external cables and pipes, dish and aerials, vents and rainwater goods etc.) is essential but can detract from a high-quality scheme if poorly sited. They should be integrated into the holistic design of the façade, should not form 'ad-hoc' additions, and should be hidden. If not concealed, such elements should be treated as design features using high-quality materials and finishes.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

Key requirements

- Within the DAS, applicants must make reference to how the design response here fits within the character approach taken (see Section 3)

Balanced roof forms with large windows contribute to animate this façade, in Moor's Nook, by Coffey Architects. (Image credit: Tim Soar).

Sensitive infill development evolves the existing character by reflecting the façade composition and fenestration of adjacent homes, but introducing a contemporary design interpretation. Home for RVH, Belfast. (Image credit: Aidan McGrath).

Fenestration, chimneys, roof terraces and boundary treatments create a distinct elevation at Lovedon Fields, King's Worthy.

6.7.2 Provide safe and accessible entrances to all buildings

The entrance and plot boundary form the transition from public to private space. As the first close-up experience of a building, this area should be generous, welcoming, and high quality.

- Entrances should be visible from the street as a starting point – on in-fill or backland sites clearly legible, safe and well-lit routes to the main entrance should be demonstrated.
- Entrances should be highlighted through architectural features like façade recesses, material changes, or porches.
  - Up close, they should deploy contrast in colour, texture or decoration (e.g. tiles) to emphasise their importance.
  - Well-designed entrances enhance both security and residents' sense of ownership.
- Entrances should include elements of shelter, such as a porch or overhang.
- Door width and lobby spaces should exceed minimum standards.
- External landscape paving, planting and lighting should be used around entrance spaces.
- Entrances should have level thresholds to ensure accessibility.
- Doors and access gates should preferably be made from sustainable sources. Materials should be durable and low-maintenance.
  - Rear gates that are see-through are often modified by residents to increase privacy to private amenity spaces, and are therefore discouraged.
- Letter boxes on front doors should be a minimum of 900mm from ground level and be prominently located near entrances, preferably accessible from the exterior, next to the entrance(s).

Entrances are clearly defined, using a change of materials in this example from Marmalade Lane, Cambridge.

The use of tiles, colour and detailing help mark this entrance in Nunhead Green, London.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

6.7.3 Design roof forms to be efficient and in harmony with the surrounding roofscape

Roof forms and rooflines should be considered early in the design process, as they play an important role in shaping the streetscape. This is particularly important for prominent buildings, including corner sites, listed buildings, conservation areas, and locations where topography allows views of the roofscape from higher ground.

Simple, consistent roof forms often achieve the best results.

- A roof's size and form should complement the floor-plan and 3D shape of both the individual building and surrounding group.
- Roof orientation should reflect the street hierarchy and the building's (or group's) role in the broader townscape.
- Roof-lines should complement surrounding development, and relate to the existing character.
- Roof design should contribute to the integration of new developments into their townscape or soft landscape context without appearing intrusive in key local views or sensitive areas. When impacts are possible, the scale and design of the roof-scape—including PV panels—should be carefully assessed.
- Applicants should incorporate varied roof forms in larger developments to enhance visual interest.
- Flat roofs, particularly on higher-density developments, should have a clear purpose, such as providing amenity space, greening, or energy generation. Where flat roofs meet pitched roofs, the junction should include a ridge tile or similar detail to maintain the appearance of a continuous roofline.
- Tiles should be of a material, style, proportion and size suitable for the building.
- Roof detailing—such as valley gutters, eaves, fascia, and weatherboarding—should be high quality and well finished to ensure longevity and ease of maintenance.
- Chimneys should be functional rather than purely decorative, for example providing ventilation, outlets for waste gases from soil pipes, or nesting opportunities for species such as swifts, swallows, and house
- Excess aerials and satellite dishes can clutter roofs. In flatted developments, shared satellite dishes should be used to minimise this.
- Roofs should be symmetrical in semi-detached pairs and at each end of terraces.
- Roofs of low structures like sheds, garages, and bin or bicycle stores also impact the street level and should follow the same design principles as primary roofs.
- Green roofs should be used to enhance the outlook from upper floors.
- Mansard roofs maximise the potential for usable enclosed space and are particularly efficient where accommodation is proposed within the roof or where future roof extensions by residents may be possible.
- On undulating land, roof lines should reflect the topography of the land.
- In addition, roof detailing, such as dormers, gables and hips as well as varied ridge and eaves height can add visual interest.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S1 (Delivering sustainable development)
- Policy DM1 (General criteria for new development)
- Policy DM12 (Heritage Assets)
- Policy DM23 (Residential development in urban areas)

Key requirements

- Within the DAS, applicants must make reference to how the design response here fits within the character approach taken (see Section 3)

Distinct roof forms incorporated habitable space at Derwenthorpe, Studio Partington. (Image credit: DS Pugh).

Roof forms reflect surrounding industrial character and heritage and Brentford Lock West, London.

6.7.4 Incorporate multiple functions within the design of the roof, considering amenity, energy generation and enhancing biodiversity

Roof spaces should be optimised for amenity use, greenery, or renewable energy. Their design should ensure all functions are safe and efficient.

- Extensive green roofs are lighter and need less structural support than intensive roofs.
  - They use low-maintenance vegetation like wildflowers or sedum, often requiring just one annual cut and little irrigation.
  - They are cheaper to install and maintain, not designed for general access, but encouraged for their environmental benefits. All flat roofs should include green roofs.
- Roof terraces for residential uses should blend hard surfaces with planting, including intensive green roofs designed for passive or active recreation. The space's functionality should be carefully planned.
- Roof forms, aspect, pitch, and orientation should be informed by sun orientation to be optimised for PV panels. These should be integrated into new roof designs from the start—not added later.
  - For roofs visible in prominent views, PV panel design and colour contrast with roofing materials should be carefully considered.
  - All roofs should incorporate solar panels.
- New roofs should include rainwater collection features, like water butts.

The housing types and arrangement, in this case in South London, present the opportunity to create a range of roof terraces that are used for amenity and growing spaces.

Roof space should be utilised - balancing PV panels and green roofs, as seen in this example at BedZED, Wallington.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S9 (Green infrastructure)
- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)
- Policy DM3 (Adaptation to climate change)
- Policy DM5 (Managing flood risk)
- Policy DM6 (Sustainable surface water management and watercourse management)
- Policy DM23 (Residential development in urban areas)

6.8 Materials and details

Building materials strongly influence how well a design fits its context. Material choices should start with the prominent, positive materials found locally, aiming to complement and enhance the street's character.

6.8.1 Introduce materials that reflect and enhance the character of surrounding buildings

Applicants should consult the relevant character assessment to guide context analysis. Material choices should reflect local townscape materials, such as red and yellow brick, clay pantiles, flint, and render, commonly used across Eastleigh borough.

- In sensitive areas like conservation or heritage sites, development should follow the local vernacular and material palette, using materials and textures that are traditional or similar to those found in the nearby townscape. This includes matching the type and colour of mortar.
- Depending on the character approach, departing from the existing material palette may be appropriate—such as when showcasing climate-responsive design or introducing a new housing typology.
- In larger developments, a broader material palette can create distinct neighbourhood identities. Materials should complement each other, with similar palettes grouped and transitioning gradually across the site to enhance character, identity, and legibility. Hard landscape materials should complement building materials.
- Materials should be selected not only for appearance but also for durability and practicality, ensuring long-lasting quality and minimising maintenance and repairs.
- The Council supports reusing and recycling construction materials and encourages locally sourced materials for sustainability. Use of FSC or similarly certified sustainable timber is promoted.
- Prefabricated elements (Modern Methods of Construction) that reduce waste, speed construction, and improve performance are supported if robust and visually acceptable. Street-level public realm and planting should ensure variety and distinct identity.
- The use of render should be carefully considered, to ensure its long term durability and visual appeal. Material choice on north-facing façades in particular should be given careful attention, and the use of render should be avoided here.

Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)

Key requirements

- Within the DAS, applicants must make reference to how the design response here fits within the character approach taken (see Section 3)

Reflecting the existing palette with new materials - Temple Gardens, Bristol. (Image credit: Archio).

Contemporary interpretation of local palette and vernacular at Rousillon Park, Chichester (Ben Pentreath Architects). (Image credit: Ben Pentreath).

Introducing new, contrasting palette of materials at Climate Innovation District, Leeds (White Arkitekter). (Image credit: CITU).

6.9 Threshold spaces

The threshold between public and private uses at the front of a home or building should reflect the local character and be appropriate to their location. All boundaries should be clearly defined, durable, and high quality to ensure longevity.

6.9.1 Maintain consistent and cohesive boundary treatments

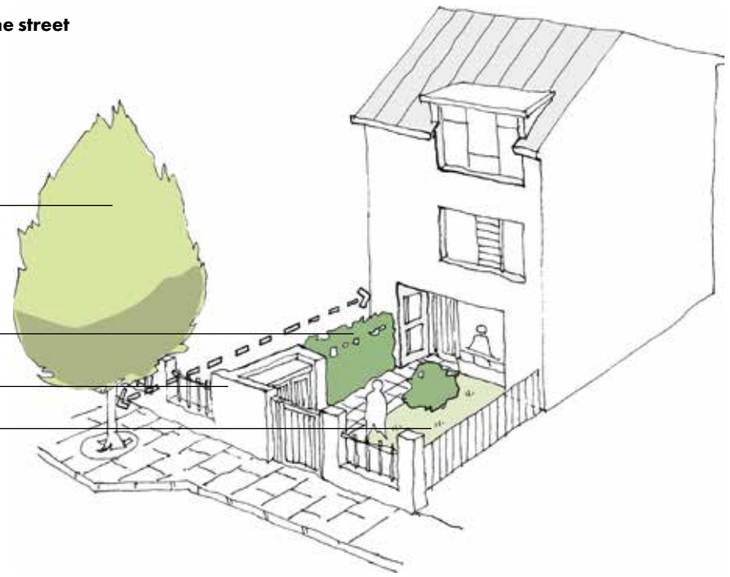
Positive interface with the street can be supported through:

- Low walls or hedges separate public and private spaces, allowing passive street overlooking while maintaining appropriate front privacy for residents.
- Buildings fronting public footpaths can use railings or perforated brickwork to provide enclosure while enabling natural surveillance of the public realm.
- Rear garden boundaries adjoining public or shared spaces should be well-detailed brick walls. For example, use engineering brick copings with properly secured end bricks, without the use of exposed metal ties.
- Front boundaries in larger developments should feature sturdy railings, brick walls or a combination of both with gates.
- Infill development should respond to local context—for example, using timber picket fences or hedges in rural areas.
- Hedges without railings or other boundary structures are prone to damage and decay. Railings should be used to protect hedges and planted boundaries from damage and wear.
- Boundary structures on slopes should step down to follow the gradient, not run parallel to it.

For existing properties, boundary treatments should match the area's general character. Where most boundaries are low fences or walls with dense planting, a high brick wall would be unacceptable.

Front gardens should be planted and use permeable paving or surfaces.

How homes should interface with the street



Policy references

Proposals must demonstrate compliance with:

- Policy DM1 (General criteria for new development)
- Policy DM23 (Residential development in urban areas)

6.10 Energy and efficiency

Tackling climate change is a top priority, requiring rapid carbon emission cuts from construction and building operations. Climate-responsive design supports this through sustainable site selection, eco-friendly architecture, biodiverse planting, and promoting sustainable occupant behaviour.

6.10.1 Prioritise energy efficiency through sustainable design to reduce environmental impact and lower user energy costs

Development should prioritise a fabric-first approach in design, material selection, and construction detailing.

Energy-efficient standards like Passivhaus should be aimed for.

At application, proposals should show how passive design strategies maximise energy efficiency, documented in the DAS or a dedicated Sustainability Strategy. This may include:

- Buildings should have simple, efficient forms, with detailing that serves a clear purpose or enhances local character.
  - Avoid overly complex rooflines, stepped profiles, or large overhangs unless justified.
  - Include ultra-efficient insulation, high airtightness, and eliminate thermal bridging.
- High-quality components, like windows with excellent U-values, are essential, along with carefully balanced glazing tailored to each façade.
- Effective ventilation is crucial for indoor air quality, comfort, and reducing overheating and excess humidity.

Passivhaus homes delivered in a Council-led development at Duncombe Barracks, York.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S1 (Delivering sustainable development)
- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)
- Policy DM3 (Adaptation to climate change)
- Policy DM4 (Zero or low carbon energy)
- Policy DM23 (Residential development in urban areas)

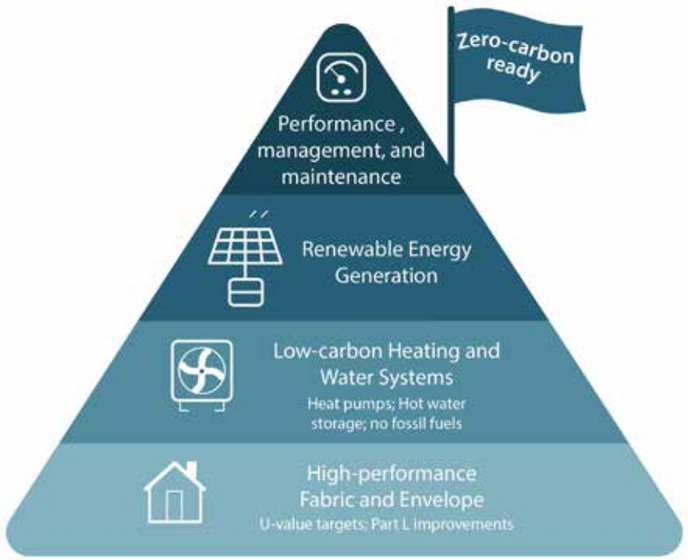
Key requirements

- Proposals must show how passive design strategies maximise energy efficiency, documented in the DAS or a dedicated Sustainability Strategy

6.10.2 Support wider decarbonisation by using low-carbon heating systems and photovoltaics (PVs)

New development has a responsibility to minimise energy usage through efficient design and low-carbon heating systems, such as Air-Source, or Ground-Source heat pumps. When this is combined with renewable energy generation through PV panels, homes can be more self-reliant.

- Development should align with the Future Homes Standard and aim for net zero carbon.
- All new homes should have PV panels and battery storage installed. Panels should be located and orientated to make the most of solar gain.
- Low-carbon heating, like Air Source Heat Pumps (ASHPs), should be the default, installed in a discrete location at the side or rear of the building or incorporated into the design of the building and located in a robust and well designed structure.
- Smart meters should be considered to monitor and manage energy use.



Getting buildings to zero-carbon.

Policy references

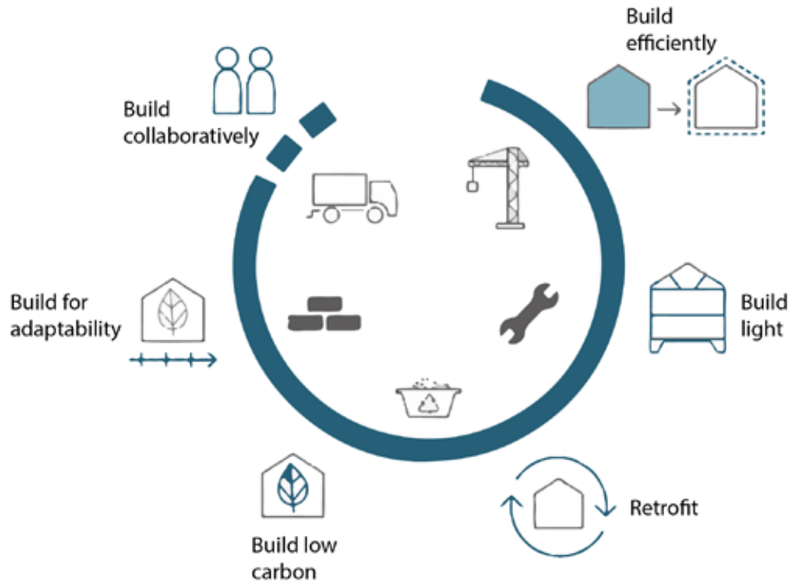
Proposals must demonstrate compliance with:

- Strategic policy S1 (Delivering sustainable development)
- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)
- Policy DM3 (Adaptation to climate change)
- Policy DM4 (Zero or low carbon energy)
- Policy DM23 (Residential development in urban areas)

6.10.3 Consider the whole life cycle of buildings, including embodied carbon and opportunities for material reuse and recycling

New homes that are being constructed now should be durable and well-built enough to last 80+ years. From an environment and carbon perspective, we cannot afford to knock these homes down in 50 years time. Applicants should consider the whole lifecycle of a building, from the choice of construction materials, to its end of life and disassembly.

- Retrofitting and reusing existing buildings should take priority. Where demolition is proposed, the DAS should justify why retrofit is not feasible.
- Sustainable construction materials should be prioritised, considering embodied carbon, performance, and contribution to character.
- Building lifecycle impacts should be addressed from the outset, with design for reuse, recycling, and disassembly.



Considerations for the lifecycle of a building.

Policy references

Proposals must demonstrate compliance with:

- Strategic policy S1 (Delivering sustainable development)
- Policy DM1 (General criteria for new development)
- Policy DM2 (Environmentally sustainable development)
- Policy DM3 (Adaptation to climate change)
- Policy DM4 (Zero or low carbon energy)
- Policy DM23 (Residential development in urban areas)

Key requirements

- Justify approach to demolition

Glossary

Accessibility: The ability of people to move around an area and reach places and facilities, including older and disabled people, those with young children and those carrying luggage or shopping.

Active frontage: A building edge (like shopfronts or homes) that faces the street and has doors, windows, or activity, helping make streets feel lively and safe.

Active travel: Ways of getting around that involve physical activity, mainly walking, cycling, or wheeling (e.g. wheelchair use).

[External] Amenity space: Outdoor space for residents' use, such as gardens, balconies, or shared courtyards.

Appearance: How a building or space looks to people, informed by its architecture, materials, decoration, lighting, colour and texture. In the case of an open space, its landscape also influences its appearance.

Baseline studies: Information about current or planned conditions (for example environmental) that serve as a reference for predicting and assessing from the effects of a proposed development.

Biodiversity: The variety of plant and animal life in an area.

Biodiversity net gain: A measurable improvement to the biodiversity in a site or area by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures. See Natural environment planning practice guidance for more detail.

[Urban] Blocks: A parcel of land containing one or more connected buildings. Blocks are separates from each other by streets or other openings between buildings.

Building line: The front edge or wall of buildings along a street or other public space.

Built form: The shape, layout, and massing (size and arrangement) of buildings.

Character (local character): The distinctive look and feel of an area, including buildings, landscape, history, and atmosphere.

Circular economy: A system of designing and buildings that minimises waste and pollution by reusing materials wherever possible. They can be left as they are, repurposed, recycled or reconstituted.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions (from draft National Planning Policy Framework 2025 Annex B: Glossary).

Climate resilience: The ability of buildings, infrastructure, natural ecosystems and society to first anticipate and prepare, then endure, adapt and recover from extreme weather events as well as long-term climate changes.

Compact development: Compact development refers to an approach to development which demonstrates prevalence of linked-housing types (e.g. terraces, townhouses etc..) and/or flats and duplexes, without necessarily going taller. They will likely have a low proportion (< 20%) of detached and semi-detached homes are acceptable.

Context (site context): The surroundings of a site, including nearby buildings, landscape, roads, and local identity.

Conservation area: A protected area with special architectural or historic interest where development should preserve or enhance its character.

Density (residential density): The number of homes within a given area (e.g. dwellings per hectare/dph).

Design and access statement: A document submitted with planning applications explaining the design process, decisions, and how the development will be accessible.

Design concept: Early design ideas on which a proposal will be based, often expressed in a combination of words and simple visual material.

Design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.

Design guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

Design policies: Locally specific planning policies form part of the development plan and set design expectations beyond the National Planning Policy Framework. They respond to place-based issues—such as areas of significant change, small sites, or locations with special character—by setting clear, spatially specific requirements to guide development quality and placemaking.

Destinations: A place that attracts people for a specific purpose, such as shopping, leisure, work, or social.

Doorstep: A space that is directly accessible from the front entrance of homes.

Dual aspect: Homes and buildings that have openable windows on two or more external walls, either on opposite sides or on adjacent sides where the building wraps around a corner. This design allows for increased natural light, ventilation and views. (Adapted from Housing Design Standards London Plan Guidance).

Development plan: The official set of policies (like the Local Plan) used to decide planning applications.

Embodied carbon: The total carbon emissions across the lifespan of the building excluding operational energy and water. This includes emissions from raw material extraction through to end of-life stage. (Adapted from The Practical, Technical and Economic Impacts of Measuring and Reducing Embodied Carbon in New Buildings).

Enclosure: The relationship between the height of buildings and the width of the outdoor space they frame. Taller buildings and a continuous building line increase the sense of enclosure.

Form factor: The proportion of floor area to external wall area and can have a significant impact on energy efficiency. Linked building forms such as terraces and apartments minimise heat loss with a low form factor.

Green corridor: An uninterrupted network of natural features within an urban or built up area that acts as a connection for wildlife, and potentially for people.

Green infrastructure: A network of multi-functional green and blue spaces and other natural features.

Habitable room: A habitable room is a space in a building designed to be used for extended periods of time - such as for sleeping, living, or dining. This usually excludes bathrooms and kitchens (unless also used for dining).

Inclusive [spaces/design]: Spaces or design decisions that ensure that all individuals have equal access, opportunity and dignity in the use of the built environment.

Landscape: Treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site, the area in which it is situated and the natural environment. Landscape includes landform and drainage, hard landscape such as surfacing, boundary treatments, street furniture and play equipment. It also includes soft landscape – trees, shrubs and other planting.

Layout: Arrangement of routes and blocks in relation to each other to create streets, open spaces and buildings.

Legibility: A means of assessing how easy it is for people to understand and find their way around a place and how memorable it is.

Masterplan: A flexible, placemaking tool, providing a three-dimensional spatial framework and long-term vision for the development or regeneration of area specific or site specific locations.

Materials: The elements/components used for a building or landscape.

Mixed-use: Combining two or more different uses, such as residential, employment, community and leisure uses, on a site or in close proximity.

Movement network: The interconnected system of streets, paths and routes that enable movement for people and vehicles within and beyond a development. It includes walking, cycling, public transport, and vehicular connections, supporting accessibility and connectivity.

Natural Surveillance: The ability for people to observe public spaces from buildings and streets, increasing safety by making spaces visible and reducing opportunities for crime. It is achieved through design features such as active frontages, windows overlooking streets, and well-lit, open layouts. This is used interchangeably with Passive Surveillance.

Open space: All outdoor space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Outline planning application: A preliminary submission to a local planning authority to establish if a proposed development is acceptable in principle before submitting detailed plans. It focuses on the general scale, land use, and access, allowing specific "reserved matters" (layout, appearance, landscaping) to be approved later, reducing initial design costs.

Ped shed: is short for 'pedestrian shed', the basic building block of walkable neighbourhoods. A ped shed is the area encompassed by the walking distance from a town centre, neighbourhood centre, or other location. Ped sheds are often defined as the area covered by a 5-minute walk (about 400 metres).

Public space: Areas that are open and accessible to everyone, regardless of ownership, for movement, recreation, or social interaction. This includes streets, squares, parks etc..

Reserved Matters application: is the second step in a UK planning process after Outline Planning Permission is granted, used to approve specific details—like layout, scale, appearance, access, and landscaping—before construction begins. It ensures the detailed design matches the approved outline, often requiring a decision within eight weeks.

Roofscape: The collective appearance of roofs in a development or area, including their shape, pitch, materials and features, as seen from the street level or above.

Scale: The height, width and length of each building in relation to its surroundings. It includes the overall size and massing of buildings and spaces and the scale of their parts.

Street scene: The appearance of all of the elements of a street, including the carriageway, pavement, street furniture, planting, and the buildings or structures along its edges, particularly the composition of buildings on each side of the street.

Sustainable drainage systems (SuDS): A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change.

Sustainable transport: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.

Tenure: The legal or financial arrangement under which a household occupies all or part of a housing unit, defining their right to live there. Common forms include owner-occupation (outright or mortgaged), private renting, social/public renting, and shared ownership.

Urban grain: The size and configuration of development plots, urban blocks and streets.

Vernacular: An indigenous or locally-specific building style using local materials and traditional methods of construction and ornament, especially as distinguished from academic or historical architectural styles.

Wheeling: The use of manual or powered wheelchairs, mobility scooters, or walking frames as a primary mode of transportation.

Whole life carbon (WLC) emissions: The total emissions associated across the lifespan of the building.

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Appendix A

Waste and Recycling Storage Requirements for Residential Accommodation

At present the Council collects domestic waste once a week – alternating between general waste from a grey bin and dry recyclable waste from a green bin. Food waste is collected weekly at the same time, and glass is collected once a fortnight.

The Council's storage arrangements for domestic waste allow for bins with a capacity of 180 litres for residual waste and 240 litres for recyclables for households of 3 or more people. Smaller 140 litre bins are available for smaller households, however the Council recommends provision is made to accommodate the larger bins.

The storage requirements are:

- Terraced/detached/semi-detached houses – 1x 180 litre wheeled bins, and 1x 240 wheeled bin.
- Flats – normally provided with 2x 1100 litre Eurobins for every 6 units, but may have individual wheeled bins for each dwelling.
- 40 litre box for glass collection for houses, 1x 240 litre wheeled glass bins for every 6 flatted units.
- 25 litre food waste bin for outside and a 5 litre caddy for indoors for each house. 1x 240 litre wheeled bin for food waste for every 6 units. All bins to be manufactured to EN 840 Standard. Eurobins to be supplied with metal bodies and flat plastic lids. Green lidded Eurobins to be supplied with a lockable lid and a paper flap opening.

Wheeled bin dimensions are:

Capacity	240 litres	1100 litres
Height	1070mm	1365mm
Depth	740mm	1265mm
Width	590mm	1070mm

Bin stores should display signage reminding residents what to place in the Green Recycling bin. This signage will be provided by Direct Services at the developer's expense.

The Council requires developers to meet the costs of providing new general and dry recyclable waste bins for the development.

The majority of these bins and signage will normally be stored externally, in stand-alone buildings or in a bin store incorporated into the fabric of the building. Where stand-alone bin stores are to be constructed, they should be robust and durable, preferably built from brick. They should be enclosed by a roof to avoid unauthorised dumping and not have any open space at the bottom of doors as this can provide access for rodents. Doors should be well-fitted, with strong frames, and should be lockable. This lock can be a key or combination padlock or a combination door lock. Appropriate lighting will need to be provided and ideally access to water and a hose and the provision of a drain to allow for ease of cleaning.

If bin stores are incorporated into the main building itself, access should be provided for residents inside the building and for waste collection operatives from outside. The store should be located to avoid odour and noise nuisances, particularly for residents on the ground floor nearby.

Where bin storage is located at the front of houses or flats it needs to be integrated well with the fronts of these buildings and/or with front garden boundary structures. They should, be located in a shaded position.

In order for bin stores to be accessible for residents they should be located on level ground and reasonably close to homes. This should be balanced with the need to protect residents from nuisance odour and noise. Bin storage areas should also be located to provide easy access to the roadside for houses, as residents are required to put their bins out within arms-reach of the highway for collection. If bin collection points be provided for householders, these should have dropped kerbs. Waste collection operatives will move Eurobins from their permanent storage space for collection provided this storage area is located within 10 metres from a point accessible by the collection vehicle. These bin stores should be served by paths that are a minimum of 1.8 metres, prefer- ably level (slopes must not exceed 1:12) and have dropped kerbs. Also wheeled bins should not have to be pulled up steps to access collection by Refuse vehicle.

Space should also be provided internally, often within kitchens, to be able to separate waste into different bins– recyclable, non-recyclable, food waste and glass.

Provision should be made for people with disabilities to easily and safely access bin storage facilities and the bins themselves.

The Council does not consider the use of waste disposal chutes to be an acceptable alternative to the use of wheeled bins as they do not sufficiently allow for the separation of recyclable materials.

If a collection vehicle is expected to access a site off the public highway, the access drive (including personnel covers) should be capable of safely accommodating a vehicle 8.8m in length weighing up to 26 tonnes. Preferably the vehicle will be able to enter and leave the site without being required to reverse. Where it is necessary to reverse (to a maximum of 10 metres), the site layout should allow for appropriate turning manoeuvres.

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